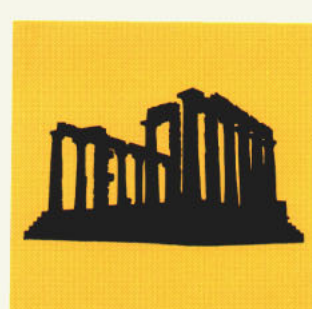
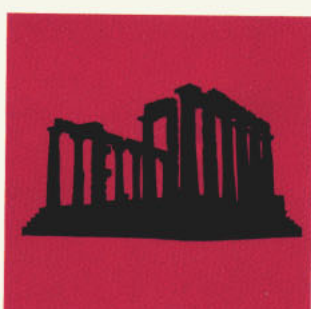
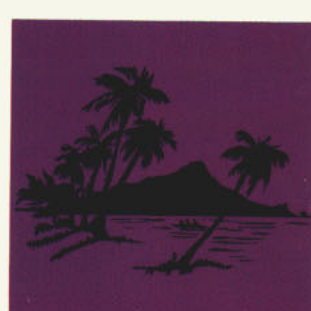
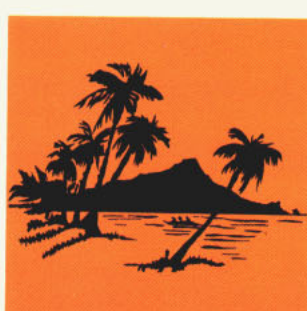
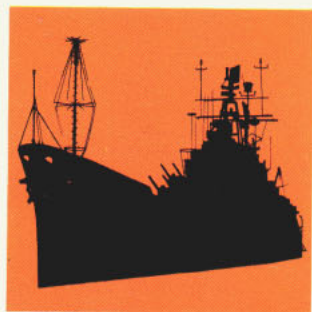


# ALL HANDS

MAY 1973









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MAY 1973

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NUMBER 676

VICE ADMIRAL DAVID H. BAGLEY, USN  
The Chief of Naval Personnel

REAR ADMIRAL ROBERT B. BALDWIN, USN  
The Deputy Chief of Naval Personnel

COMMANDER RUSSELL F. HARNEY, USN  
Spec. Asst. Liaison & Public Affairs

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John A. Oudine, **Editor**

#### Associate Editors

John Coleman, **News**

Ann Hanabury, **Research**

Michael Tuffli, **Art**

E. L. Fast, **Layout**

Gerald Wolff, **Reserve**

• **FRONT AND BACK COVERS:** THE ADVENTURE of Navy life lies not only in the many opportunities for wide travel, but also in the everyday jobs of Navy men and women. Be it frogman, pilot, commissaryman or mechanic, the variety of tasks assigned, the people you meet and the locales in which you work are almost unlimited. The Navy offers a sense of adventure and challenge that is unequalled by other professions. Cover design by All Hands staffer DM3 Ken Cassidy.

• **AT LEFT: SANTAAAA LUCIIIIIIA**—Sixth Fleet Navymen on liberty in Venice enjoy a gondola ride and a gondolier's serenading.





# AT HOME ABROAD

## ***Or Homeporting Overseas***

**T**HE OPPORTUNITY to have your family join you in seeing the world is better than ever, especially if you volunteer to fill an assignment on board a ship, with an aircraft squadron or on a staff homeported overseas.

Imagine spending the next year or two living near the beaches of an Italian vacation resort and calling it "home." Or, maybe you would prefer living within view of Mount Fuji or in the highlands of Scotland, or within sight of the Acropolis, or on a plain in Spain?

Whichever, these are among eight countries with whom the United States has made agreements to establish 11 overseas homeports ranging from Western Europe and the Mediterranean to the Mid-Pacific and Western Pacific.

The idea of the overseas family plan—referred to in BuPers Inst 11300.40-series as the "Forward Deployment Program"—is designed to benefit mutually the Navyman, his family and the Navy in general by offering an opportunity to the man and his family to share in travel and adventure in foreign countries. All this, while helping the United States meet various international military commitments.

(For a report on the Navy's Overseas Homeporting Concept, see Navy News Briefs section, page 52.)

Of course, assignment to a unit homeported overseas is not reserved solely for the married man. Many single Navy men will find the opportunity equally challenging and rewarding.

Married or single, chances are better than even that sometime during your career you may draw one or more of these assignments just through normal

**Left: A view of Mount Fuji, Japan.**



rotation cycles. But, the Navy would prefer to fill billets with volunteers who, along with members of their family, recognize the importance of their roles as ambassadors representing the United States on foreign soil.

So, if you are a top performer with a clear record, you probably meet all the eligibility requirements for an overseas sea duty tour right now. And even if a member of your family requires special medical care, it does not rule out your chances so long as you can be assigned to an area where adequate support facilities are available.

**T**HE INITIAL STEP, of course, is your request for such an assignment. Officers should indicate preferences for duty on a duty preference card and submit it to their detailers. Enlisted men indicate their preferences on the Enlisted Transfer and Special Duty Request form (NavPers 1306/7) and submit it to the Chief of Naval Personnel through their commanding officer. Officers indicate their preferences by geographic areas; Mediterranean, Western Europe, Mid-Pacific or Western Pacific. Enlisted men may indicate at least two choices from among these areas. Also, on the NavPers 1306/7 form, individuals are asked to list the birth dates of all dependent children 18 years of age or younger, and to provide a statement describing any special medical or dental requirements of dependents that might influence an overseas assignment.

On the chance that requests from enlisted personnel outnumber billets available at the time it is received by the Bureau, your name will be placed on a master volunteer list and you will be informed of where you stand. If you wish to leave your name on the list on

an annual basis, should it take that long, you are asked to be sure and submit a new request 90 days before the anniversary of your original request. Orders will be issued as needs arise and as near to your projected rotation date as possible. In any case, you should not expect to receive an overseas assignment before you complete at least the first year at your present duty station. Requests from officer personnel are centrally maintained and assignments made consistent with available billets, individual qualifications and overall career needs.

**H**OW LONG YOU AND YOUR FAMILY can expect to serve at your overseas homeport duty assignment will depend on the tour length established for the area in which you are assigned, but in no case will it be for less than 12 months.

The following chart is applicable to naval personnel assigned to ships/units homeported overseas (as differentiated from those assigned to the shore activity itself), and indicates both officer and enlisted tour lengths in months as established at the 11 overseas homeports:

Overseas Home Port	With dependents	Without dependents
Bahrain, Persian Gulf .....	24	18
Athens, Greece .....	36	18
Gaeta, Italy .....	36-48	24
La Maddalena, Italy .....	24	12
Naples, Italy .....	36-48	24
Sasebo, Japan .....	36-48	24
Yokosuka, Japan .....	36-48	24
Guam, M. I. ....	24	15
Holy Loch, Scotland .....	24	18
Rota, Spain .....	36-48	24
Subic Bay, R. P. ....	24	15

**T**HE ACCOMPANYING ARTICLE deals with assigning Navy men with their dependents to ships, air squadrons and afloat staffs homeported overseas. While the Navy is interested in seeing that as many Navy men and women as possible get the opportunity to serve in such an assignment, not everyone is entitled to receive such orders, because of certain limitations. Therefore, the following requirements are provided as a guide to help determine eligibility.

For an individual to be eligible for an accompanied tour he must:

- Be serving in paygrade E-4 or higher with over four years' service, or in paygrade E-4 with more than two years but less than four years who has acquired a total active duty commitment of six years or more.
- Be entitled to have his dependents moved to an overseas area at government expense, meaning his dependents must be eligible with regard to suitability.
- Have sufficient obligated service to complete the assigned tour. That is, an individual attached to a nonrotated ship, squadron or afloat staff must have sufficient obligated service and can be reasonably expected to remain attached to the unit for a minimum of one year after his dependents have been

recognized as command sponsored.

An *individual-sponsored* dependent is a dependent accompanying a Navyman **WITHOUT** command sponsorship. Individual-sponsored dependents are *not* entitled to receive dependent transportation to or from overseas areas at government expense; furthermore, members with individual-sponsored dependents may not receive the allowances, such as cost of living allowance and temporary lodging allowance, prescribed for the overseas area concerned at the with-dependent rate on behalf of their dependents.

The article also deals with *housing availability*, including approximate costs. It is recognized that the amounts given as rental fees can only be estimates. The fluctuation of the dollar in recent months precludes establishing a fixed figure. It is recommended that individuals confer with local housing representatives well in advance of making any firm commitments with regard to rentals.

Insofar as housing availability is concerned, this too is a figure that at times cannot be fixed. Therefore, where suggested in the article that housing might be available, the best advice is to doublecheck with local sources as to the length of waiting time you might expect.



Upon completing your "nonrotational" assignment, if you're an officer, you will be reassigned either to sea or to shore duty as required by normal rotational procedures and as near your career pattern planning as possible. If you're an enlisted man, then you will be reassigned to the coast of your choice or, for those of you who are within six months of completing your sea tour requirement, you will become eligible for shore duty and can expect such orders to be issued providing you meet the obligated service requirements for a shore duty assignment.

A visit to your career counselor or your personnel office should shed light upon such administrative matters.

In making a decision to volunteer for an overseas home port duty assignment—especially when the family is to be taken into consideration—one matter of concern might be, can you afford such an assignment financially?

**T**O MAKE THINGS EASIER, the Navy attempts to see to the financial needs of the family overseas in order that such an assignment will not become a burden on the family income. For instance, in some areas you may receive an overseas cost-of-living allowance which helps to offset expenses above the average U. S. costs for similar items that must be purchased to maintain an acceptable standard of living. Also, a housing allowance may be granted in areas where such costs are, on the average, more than the basic allowance for quarters.

## BAHRAIN , PERSIAN GULF

**O**FTEN DESCRIBED as a land of contrasts, blending the old and new, with its 216,000 inhabitants drawn from more than 45 nations of the world,



Either of these allowances is sustaining from month to month. In addition, in overseas areas where quarters are not immediately available, a temporary lodging allowance is paid the family to help defray costs for such temporary lodging while awaiting the availability of permanent accommodations.

You may find, as many families do, that—rather than being a financial drain on the average family income—the overseas assignment allows the family savings to grow, providing that a watchful eye manages the budget.

Knowing all you should know about the area in which you are interested can make the anticipation of an overseas tour of duty just that much more exciting and enriching. If you have a specific home port in mind, check out reading material about it from a ship or station library or Family Service Center. Also, ask around. Maybe someone at your present duty station, who has served at an overseas home port, will be able to give you an insight as to what such an assignment may or may not have to offer you and your family.

Your best source, however, is an area representative who maintains up-to-date information which he will gladly furnish upon request.

For your convenience, the addresses of all representatives are provided after each of the following listings which show basically what is available in the way of housing, shopping, schooling and medical facilities at the 11 overseas home ports currently employed.

Bahrain consists of an archipelago of small, low-lying islands. An independent state since 1971, it is situated about halfway down the Persian Gulf, some 16 miles from the coast of Saudi Arabia.

Two major U. S. military facilities are based in Bahrain—the staff of Commander Middle East Force and the Navy Control of Shipping Office. The single homeported ship is the command ship *uss La Salle* (AGF 3).

Although there is no government housing available, private, furnished and unfurnished, accommodations are available for rent and apartment complexes are plentiful. The average rents for unfurnished and furnished apartments are \$150 and \$225 per month, respectively. Rents for furnished houses range from \$270 to \$400. Modern hotels offer sufficient accommodations for temporary lodging.

Here the Navy housewife can experience marketing





and shopping entirely on the local economy since neither a Navy commissary nor exchange is established on the island. However, local food sources do carry fresh meats and fish, canned goods, frozen foods and fresh fruits and vegetables, and many local shops feature western-type merchandise.

Navy medical and dental facilities are limited to general treatment only in small clinics operated by the shipping office. Any emergency case or intensive care patients would be airlifted to either the nearest U. S. military hospital capable of providing treatment or to the States.

Educating your children while stationed on the island presents no problem today. However, up until the beginning of last year's classes, the U. S. Defense School System operated a school for grades one through eight only. Now, grades from kinder-

garten through the 12th-year level have been established.

If your family is sports-minded, you will find fishing a favorite recreational pastime on Bahrain during most of the year. Sailing, too, is excellent as are water skiing and skin diving. Other athletic facilities include tennis courts, squash courts, athletic fields and swimming pools.

For those of you who wish to spend some leave off Bahrain, travel by space available military transportation is often possible to Iran, Africa, India, Pakistan, Turkey and Thailand to mention a few. Arrangements can also be made either by MAC or commercial air for leave flights to the United States and Europe. The Commander Middle East Force, FPO New York 09501, is the representative to contact for additional information on this Persian Gulf home port.

## ATHENS, GREECE

**T**HIS COSMOPOLITAN CAPITAL is the center of Greek learning and the country's commercial headquarters. It is also a museum of antiquity. Each year thousands of vacationers travel to Athens to view classical art and architecture, enriching their lives through the city's vast cultural influence.

The city is located on Attica, a mountainous peninsula separating the Saronic Gulf from the Aegean Sea. The climate, claimed as one of the world's most temperate, is dry and bracing.

Major military activities based in Athens are—

a Fleet Support Office; a Naval Communications Station at nearby Nea Makri; and the U. S. Air Force 7206th Support Group, which operates out of the Athens Airport.

There are six destroyer-type ships assigned to Destroyer Squadron 12 that call Athens home port. They are: *USS Sampson* (DDG 10), *Barry* (DD 933), *Mahley* (DD 940), *William M. Wood* (DD 715), *Richard L. Page* (DEG 5), and *Vreeland* (DE 1068). The Commander of Carrier Division Two is also homeported in Athens.

Left: Men from the *USS Yellowstone* (AD 27) go ashore at Naples, Italy. Left, below: A panorama of the city of Bahrain, on the Persian Gulf. Below: A Navy couple visit the ruins of the ancient Parthenon. Right: Getting directions from a carabinieri. Right, below: *USS John F. Kennedy* (CVA 67) in Piraeus, Greece.





Here again, there is no government housing available, but the Fleet Support Office can assist you in finding private rental housing on the local economy and will help to negotiate leases with Greek landlords. Housing is readily available and the Fleet Support Office maintains current listings. Housing allowance is paid. The average rent for a two-bedroom apartment is about \$130 monthly. A four-bedroom house will run around \$260 and a one-bedroom apartment for as low as \$65; however, stoves and refrigerators are generally not provided. There are temporary lodging facilities available in local hotels during the winter months. The tourist season, May through September, severely limits the availability of temporary lodging. Temporary lodging allowance is paid in Athens.

Both commissary and exchange facilities are located in downtown Athens; the commissary is operated by the Air Force while the modern stateside-size exchange is operated by the European Exchange System.

The Fleet Support Office operates a medical dispensary and a dental clinic in the downtown area in addition to those available at the Air Force Support Group Site which you and your dependents may use. Serious medical cases are air-evacuated to U. S. hospitals in Germany and Italy. Local doctors and dentists, many of whom have been trained in U. S. schools, are available.

## GAETA , ITALY

**L**OCATED 60 MILES NORTHWEST of Naples, this sea resort city is situated in an area once used as a vacation site by the early Romans. Although it is gradually becoming industrialized, it still abounds with fine beaches and water sports activities.



**S**CHOOLING FOR NAVY DEPENDENTS presents no problems in Athens. There are four elementary schools located throughout the city for students through the eighth grade. One school is operated by the U. S. Dependents Education System, European Area, and the other three are privately operated. High school students attend the private American Community School. Tuition and fees for dependents attending the private schools are paid by the U. S. government and school bus service is provided to and from the major housing areas.

There is little lacking in the way of recreational activities in Athens, a city of more than two million population. Movie buffs will find over 13 theaters showing English language films in addition to those at the Air Force theater. The Air Force also operates a bowling alley, hobby shop and various other recreational activities. Plans have been developed for a Navy-operated Service Club Recreation Center, an auto-craft hobby shop and playing fields.

As a year-round resident of Athens, you will probably become a fulltime tourist as you discover ancient Greece during exploration trips within the general area. Travel to other parts of Europe or to the various Mediterranean islands nearby is particularly convenient either by plane or ship. Tour information, together with additional data on living conditions, is offered by the Commanding Officer, Fleet Support Office, FPO New York 09532.

Gaeta became the home port of the U. S. Sixth Fleet in 1967 when the command was shifted from France. The major shore facility in the Italian port city is a naval detachment from the Naval Support Activity in Naples. It serves as a link to the Sixth Fleet Commander and his flagship.

As with many overseas home ports, there is no government housing available in Gaeta. The Support Activity's detachment does maintain a housing referral office, however, and assists in finding apartments or houses within the city and suburbs. Private quarters in the city consist mainly of apartments in multiple-dwelling units. In the suburban area, individual apartments or villas are available. Unfurnished apartments generally have no stove or refrigerator and are





usually without light fixtures. The average rental rates compare favorably with a metropolitan area in the U. S.

Temporary lodging in local hotels is normally available except during July and August when the tourist trade is at its peak. It is advisable, therefore, that you make reservations at least two or three months in advance if you anticipate arriving in Gaeta at this time, and you will find that, in most cases, a deposit is often required to confirm reservations.

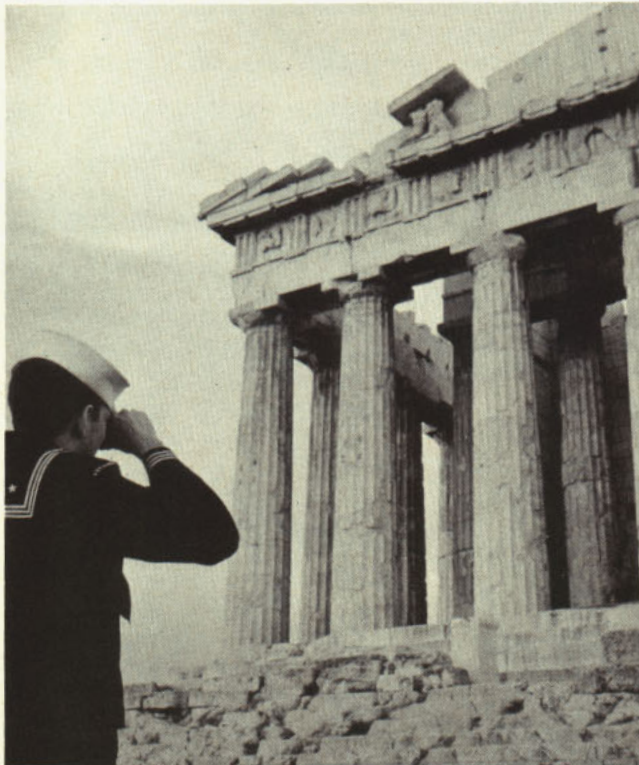
**T**HE NAVY OPERATES a small commissary store here, stocking mostly delicatessen items such as milk, bread, packaged meats and the like. The Navy commissary in Naples, some 60 miles distant, is usually visited by the Navy family in need of a major resupply of groceries. Otherwise, local stores provide ample foods and merchandise. Also limited is the goods available from Gaeta's Navy Exchange outlet. It does carry toiletries, cigarettes and some beverages, but major exchange purchases must be made in Naples.

Emergency and outpatient medical care is provided for dependents at the Gaeta-Formia Clinic operated by the Naval Support Activity detachment. All routine impatient care is handled by the Naples Naval Hospital with ambulance service furnished between the two cities whenever needed.

If you have any elementary-age school children, they can attend a dependents' school in Gaeta which conducts classes from kindergarten through the eighth grade. High school students are in a bit of a bind, however. They may either attend the U. S. Army operated school in Naples, which requires commuting a total distance of 120 miles per day, or they can enroll in the Zaragosa High School in Zaragosa, Spain. This means that they must be boarded at facilities furnished at the U. S. Air Force Base.

There is more to Gaeta than its attractive beaches and climate. Movies, dances and recreational activities are featured in the Navy Community Center in addition to those presented in the Navy Enlisted Men's Club and Recreation Center located on the outskirts of the city. Elsewhere, in the adjacent community of Itri, there is a 21-acre outdoor recreation area under lease to the Navy which at present is used primarily for camping and picnicking. Improvements are planned to develop a skeet range, ball field and toddlers' playground at the site.

Travel opportunities to other Italian cities and points throughout Europe from Gaeta are similar to those from Naples, including Special Services tours. More information about travel and Navy family life in the home port of the U. S. Sixth Fleet may be obtained by writing to: Officer in Charge, U. S. Naval Support Activity Detachment, FPO New York 09522.



From left: A Navyman welcomes his family to their new home in the Med. (2) USS Springfield in Gaeta, Italy. (3) A view of Rome from the Aventine Hill. Left, above: Fourth of July celebration of Gaeta. Above: Photographing the historic buildings on the Acropolis in Athens, subject of all photographers.



# La MADDALENA , ITALY

**Y**OU MAY HAVE TO GET out the map to locate this Italian sea resort for summer tourists. It is located off the northern tip of Sardinia in the Strait of Bonifacio where the landscape is rocky and arid, but the beaches, sea and view are spectacular.

The major military activity in La Maddalena is the U. S. Navy Support Office which is primarily responsible for seeing to the needs of the city's only U. S. homeported ship, *uss Howard W. Gilmore* (AS 16).

This bit of Italian real estate became the tender's home port in April this year, and consequently has been under development with the establishment of various recreation and support facilities such as a small commissary store which helps supplement market needs of the Navy housewife. A branch Navy Exchange supplies basic household needs, and a medical dispensary and dental clinic have been established to provide routine care. TLA is authorized.

## NAPLES , ITALY

**C**ELEBRATED THE WORLD OVER for its beauty, Naples lies along the semicircle formed by the enchanting Bay of Naples, over which rises the cone of Mount Vesuvius. It is the commercial, cultural and artistic center of southern Italy and one of the important ports on the Mediterranean.

There are five major military activities operating in

Youngsters through the eighth grade attend a dependents' school operated by the U. S. government, but high school students must be boarded in Zaragoza, Spain where they will attend a USDESEA high school.

Much in the way of special services activities is in process of development, such as athletic fields, beach/boathouse, craft shop and service clubs. However, summer water activities such as swimming, fishing, skin diving and water skiing dominate the leisure time of those stationed in La Maddalena.

The resort is somewhat isolated and you may want to arrange for periodic weekends in Rome or other European sites which can be reached by air or overnight ferry service.

For additional information about La Maddalena you may write to the Officer in Charge, Naval Support Activity Detachment, Box 13, FPO New York 09520.

Naples — Headquarters of Allied Forces Southern Europe (NATO); Commander Fleet Air Mediterranean; U. S. Naval Support Activity; Naval Air Facility; and Naval Communications Station.

In various ways, these major commands support the needs of 13 Fleet units, any one of which you may be assigned to if they require your particular Navy





specialty and, of course, you request the Mediterranean area. The ships are: the destroyer tender *uss Cascade* (AD 16); the ocean escorts *Hammerberg* (DE 1015), *Courtney* (DE 1021) and *Lester* (DE 1022); the ocean patrol boats *Douglas* (PG 100), *Grand Rapids* (PG 98), *Antelope* (PG 86) and *Ready* (PG 87); and the patrol craft tender *Graham County* (AGP 1176).

Four afloat staffs also operate out of Naples—Escort Squadron Eight, Service Squadron Six, Patrol Division 21 and Submarine Flotilla Eight.

Although there is no government housing available in Naples, the Naval Support Activity has a housing referral office which can assist you in finding a rental apartment or house in the area. Private quarters consist of flats in apartment buildings in the city; individual houses are located in the suburbs. In most, kitchen appliances such as stoves and refrigerators are not normally provided, so it would be wise to check with the housing referral people with regard to where they can be purchased or rented. Also, keep in mind the difference in electrical standards between American and European products.

Insofar as rental rates for accommodations are concerned, they are of course subject to fluctuations, but a two-bedroom apartment has cost about \$140; a four-bedroom apartment, \$300. House rentals are on a different scale and usually higher in cost. There is a variety of temporary lodging available in hotels and "pensiones" (boarding houses).

**T**HE NAVY WIFE WILL FIND a large self-service supermarket store available for her grocery shopping needs and the Naples main Exchange, augmented by

an optical shop, tailor shop, furniture shop, garden shop, and a radio-stereo-TV repair shop—it can be compared to a large stateside military exchange.

The U. S. Naval Hospital at Naples has 100 beds, 10 cribs and eight bassinets for inpatient care. Out-patient clinics provide service in internal medicine, psychiatry, pediatrics, general surgery, orthopedic surgery, ophthalmology, optometry, obstetrics, and gynecology. Anyone who requires more complex out-patient care or prolonged hospitalization is airlifted to U. S. facilities in Germany or the States. Dental care is provided in two clinics at the hospital.

School-age children may attend elementary or high school classes operated by USDESEA in Naples. But transportation is provided from various areas of the city to the schools. In addition, there are a number of kindergartens in the area.

Special services is big business in Naples and a responsibility of the Naval Support Activity. The athletic director conducts a wide variety of recreational and athletic programs such as softball, baseball, football and tennis. There are also picnic areas, outdoor theaters, a library and several military clubs catering to all ranks.

One of the highlights related to an assignment in Naples is the unlimited travel opportunities available to historic and scenic points of interest in and around the Naples-Rome-Salerno areas. Aboard one of Italy's trains—mostly electric, fast and inexpensive—you can venture to Rome in about two hours for \$7.

The Commanding Officer, Naval Support Activity, FPO New York 09521, can provide you with more complete information regarding your particular interests in Naples.



Far left: A night view of the Viale Elena and the Via Caracciolo in Naples. Left: Downtown Naples. Above: Isle of Capri.



# SASEBO , JAPAN

ONE OF JAPAN'S LEADING shipbuilding and port cities, Sasebo is situated on the west coast of Kyushu Island. It supports units of the U. S. Seventh Fleet in a setting of the natural beauty which abounds in the outlying areas along the rocky coastline and in the lush green foothills.

There are two major U. S. facilities here, a Fleet Activities and a Ship Repair Facility. Commander Service Group Three calls Sasebo his home port, together with the combat stores ships *USS White Plains* (AFS 4) and *Mars* (AFS 1).

Government housing is available, but the waiting period is about eight months. Otherwise, private rentals offer a wide diversity of styles—Japanese, semi-Japanese and western.

There is also a commissary in which the Navy wife can do her marketing, offering a wide selection of American products and ethnic foods. The Navy Exchange facility is well stocked with American merchandise and also has a variety of foreign goods on the shelves.

The Activity's dispensary is not staffed or equipped

**Below:** *USS Constellation* at dock in Sasebo, Japan. **Right:** Buddhist ceremonial shrine on a float in the Cherry Blossom Festival parade, Yokosuka, Japan. **Far right:** Touring the grounds of the Japanese Imperial Palace in Tokyo.



to handle every kind of medical problem or emergency, so special cases are referred to the Naval Hospital at Yokosuka for treatment, by air evacuation if necessary. Routine dental service is available, but, as is the case with most overseas clinics, the one in Sasebo is not equipped to handle any major dental work, including orthodontics.

Student-age dependents attend on-base schools from kindergarten through the 12th grade.

For the benefit of those Navymen stationed in Sasebo and those who visit the port city from aboard ships, the Fleet Activities Special Services maintain an active and varied recreation program. Among its facilities are gymnasiums, judo and karate classes, a golf course, a skeet range, hobby shops, softball and football fields, tennis courts, a library and theater, picnic grounds, a bowling alley, yacht club, swimming pool and EM, CPO and O Clubs. Few people become bored in Sasebo.

Travel opportunities from Sasebo span all of Japan, using the rail system. On Kyushu alone, the cities of Nagasaki, Beppu and Fukuoka offer a visitor the chance to see the varied lifestyles and cultures spread throughout Japan today. Tours of these and other points of interest can be arranged through the Special Services travel bureau.

Learn more about Sasebo and its prospects as an overseas duty station by writing to the Commander of Fleet Activities, FPO Seattle, Wash. 98766.





# YOKOSUKA , JAPAN

**T**HIS MAJOR SUPPORT BASE for units of the U. S. Seventh Fleet is situated on the shores of Tokyo Bay. Tokyo is just a little over an hour away by train, a route which takes you through a highly industrial region dotted with serene temples and parks in Kamakura, Nikko and Hakone. Nearby is famous Mount Fuji which majestically watches over the capital city and central Honshu.

Heading the list of major U. S. military facilities in Japan is the staff of Commander Naval Forces Japan. Together with a fleet activities command, a naval communications station and a ship repair facility in Yokosuka, and the naval air facility at Atsugi, it helps to support four afloat staffs and eight ships which call this Far East city their home port.

The staffs include the Seventh Fleet, Destroyer Squadron 15 and Submarine Flotilla Seven. The ships are: Guided missile cruiser *uss Oklahoma City* (CLG 5), Seventh Fleet flagship; guided missile frigate *Worden* (DLG 18), guided missile destroyer *Parsons* (DDG 33), destroyers *Richard B. Anderson* (DD 786), *Bausell* (DD 845), *Gurke* (DD 783), and *Rowan* (DD 782).

In addition, *uss Midway* (CVA 41) and Attack Carrier Air Wing 5 will be moving to Yokosuka in the fall of this year.

Government housing in Yokosuka and Yokohama is available although waiting lists are long. Private rentals are available in the area.

A commissary store is well stocked with fresh, frozen and canned foods, and the Navy Exchange can be compared with most stateside exchanges additionally offering a wide selection of Japanese merchandise.

The Naval Hospital at Yokosuka is large, staffed by specialists representing all the major fields in medicine. The dental department is equipped to provide complete dental care.

Elementary and secondary schools are conducted by the DOD education system on the base. Students living off base, in the neighboring area, are provided bus service.

There is very little in the way of recreational activities that the Fleet Activities Special Services does not provide. Its wide variety of programs are conducted in the base fieldhouse, in the gymnasium, on athletic fields, in the bowling alley, and yacht basin. Other facilities available include swimming pools, hobby shops, skeet and trap ranges, tours, a library, theater, fleet lounge and enlisted, chief petty officer and officer clubs.

The Navy family that wants to tour Japan can do so conveniently from Yokosuka either by air or rail. Tours can also be arranged through Special Services to visit other Far East lands, a feature of which many families take advantage.

To learn more about spending a tour aboard a unit homeported in Yokosuka, write to the Commander Fleet Activities, FPO Seattle, Wash. 98762 for details.





# GUAM , M.I.

Recognized as the crossroads of the Pacific, Guam is the largest southernmost island of the Marianas and the westernmost U. S. soil. It houses important military installations of both the Navy and Air Force. Although Guam's major community is modern and progressive, some sections of the island continue to retain colorful, tropical lifestyles.

Among the major military facilities on Guam are the Marianas Naval Forces, Naval Station, Naval Air Station, Naval Communications Station, Naval Hospital, a Ship Repair Facility and Anderson AFB. Three afloat staffs call Guam home port together with 14 ships. The staffs are Submarine Squadron 15, Mine Flotilla One and Coastal Squadron Three. The ship roster lists: submarine tender *uss Proteus* (AS 19), ocean minesweepers *Engage* (MSO 433), *Fortify* (MSO 446), *Impervious* (MSO 449) and *Inflict* (MSO 456).

Also at Guam are: patrol gunboats *uss Asheville* (PG 84), *Gallup* (PG 85), *Crockett* (PG 88), *Marathon* (PG 89), *Canon* (PG 90), *Tacoma* (PG 92), *Welch* (PG 93), and the salvage ship *Grasp* (ARS 24).

With such a manpower force you would expect government housing to be available, which it is, but there is a waiting period ranging from six to nine months. Current and future construction is expected to considerably shorten waiting times. Off-base housing is rapidly becoming more plentiful but is somewhat expensive with rents varying from \$165 for a one-bedroom apartment to \$400 for a four-bedroom house. Utilities cost from \$55 to \$120 a month.

Nowhere else overseas can the Navy wife find a larger commissary than the one operating on Guam. It provides families excellent service with an ample supply of fresh, frozen and dry grocery items. Guam's

Navy Exchange is modern and offers a wide range of both foreign and U. S. made merchandise, carrying a full stock of air-conditioners, washers and dryers. Various repair and service departments round out the exchange facility.

From the medical viewpoint, Guam is fully equipped with a hospital having a capacity of 350 beds and offering complete inpatient and outpatient service. The dental clinic is well staffed for general dental care. Orthodontic treatment is not available; therefore, any major dental work for dependents should be completed before their arrival on the island.

School-age dependents either attend local public schools which are comparable to average stateside schools, or they are enrolled in one of the private schools available since no Department of Defense school system is operated on Guam. The University of Guam offers post-high school education opportunities.

**T**HOSE OF YOU WHO MAY not yet have visited this tropical island have a treat in store insofar as viewing its beauty is concerned. The coastline and the warm climate are especially attractive to anyone who likes swimming, skin diving or scuba diving, shell collecting or fishing. There are hunting seasons for deer and wild pigs for the more rugged individuals, plus ample special services facilities where one can bowl, golf, swim, play tennis, work on hobbies, read at a well-stocked library, take in a movie, shoot skeet or team up for a game of touch football. Whatever your pleasure, chances are you'll find it on Guam.

Isolation is erased to a large extent by the availability of commercial flights (and some MAC travel) to Hawaii and to the Republic of the Philippines and other points of interest in the Orient as a way to spend



Left to right: Beautiful beaches and swaying palms are typical of Guam. (2) The Highland Fling. (3) Medieval weapons at Inveraray Castle in Scotland. (4) A Scot soldier at Entrance to Edinburgh Castle. (5) Highland Mary statue at the Firth of Clyde.



some of your accrued leave. Note that MAC flights, however, are very limited.

U. S. type commercial facilities on Guam are expanding. Several resort type hotels have been constructed, major banking institutions are represented and the retail marketplace is developing rapidly.

## HOLY LOCH , SCOTLAND

**H**OLY LOCH is surrounded by a variety of scenery typical of Scotland—beautiful mountains, steep, fluted cliffs, rockbound coasts and cultivated plains, all of which make up the Firth of Clyde.

The principal U. S. Naval activities are the Staff of Submarine Squadron 14 and the Fleet Ballistic Missile Submarine tender *USS Canopus* (AS 34).

There is no government housing available, and private rentals are supplemented by fully, or at least partially, furnished "flats" (apartments).

Modest facilities have been provided for the support of dependents. These include a small commissary store, a Navy Exchange facility which operates a laundromat and gas station, and small medical and dental offices. Local Scottish schools graciously accept dependent children of U. S. Navymen.

## ROTA , SPAIN

**T**HIS SPANISH PORT-OF-CALL is situated on the Bay of Cadiz, regarded as one of the most popular tourist areas in southern Spain. Its warm sun, olive groves, lively and likable people, ancient fortress towns and traces of the ancient Moorish occupation make Spain an exceptionally attractive overseas duty site. Across the bay is Cadiz, Spain's principal Atlantic seaport. Nearby in Jerez de la Frontera, you will be in the center of the famous sherry producing region.

Three major military facilities are located in Rota—

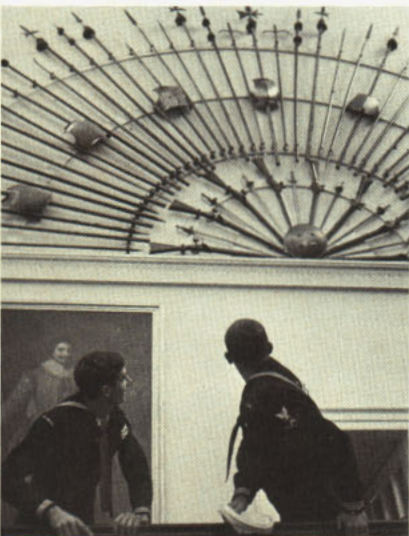
Guam, in short, is "America," albeit several thousand miles removed, and tinged with an Asian flavor.

If Guam sounds like the place you'd like to call your home port, write the Commander, U. S. Naval Forces Marianas, FPO San Francisco, Calif. 96630, for additional information.

A special services program provides a well-balanced range of recreational activities for both active duty Navymen and dependents. Facilities include a gymnasium, bowling lanes, a rod and gun club, an auto hobby shop and EM, CPO and O clubs.

You can travel to all of Scotland and England by rail connections from Dunoon, which enhances the prospects of touring the countryside. Glasgow, about 35 miles away, serves as a major international terminal for air travel to the United States and continental Europe, and there is space-available Military Airlift Command travel obtainable through air bases located near London. The Commander of Submarine Squadron 14, FPO New York 09501 can provide additional information on a tour of overseas duty in Holy Loch.

naval station, naval communications station and naval air facility—together with the staff of Submarine





Squadron 16 and the fleet ballistic missile submarine tender *uss Simon Lake* (AS 33).

Rota is one of the U. S. overseas home ports that has a limited number of government quarters available, but normally, entry approval for dependents will be granted only after a private rental lease or a firm date for occupancy of government quarters has been arranged. The length of time one must wait for entry approval varies. Usually, it is within 20 weeks of request. This, of course, would apply essentially to individuals who obtain private rentals which are difficult to find and considered to be quite expensive. Otherwise, there is a waiting period for government housing ranging from six months to a year or more. This you must weigh considerably against the 36-month accompanied tour length as opposed to 24 months for an unaccompanied tour.

The Commissary, Navy Exchange and medical and

dental facilities rank high in services available. Schools—kindergarten through the 12th grade—are located on the naval station, and there are University of Maryland extension courses offered to high school graduates.

Recreation activities outside the boundaries of the base are unlimited for those who enjoy touring and sightseeing. For your convenience on base, Special Services operates movie theaters, a bowling alley, golf courses, stables, hobby shops, a gymnasium, swimming pools, fishing boats, and a rod and gun club.

Rota is a springboard for travel to certain North African countries, if you and your family wish to expand your horizons to yet another continent. You may also arrange travel within Spain and to western European countries at moderate costs.

More information on this popular home port can be obtained by writing to the Commanding Officer, Naval Station, FPO New York 09540.

## SUBIC BAY , P. I.

**L**AST ON OUR LIST OF OVERSEAS HOME PORTS is Subic Bay. Located across the Bataan Peninsula from Manila, it serves as a major support base for U. S. Seventh Fleet units in the South China Sea and is regarded as one of the ultimate sites for water sports and water recreation in the Pacific.

Five major U. S. military facilities are located in the Republic of the Philippines. They are the staff of U. S. Naval Forces, naval station and naval air station, naval communication station and ship repair facility.

Commander Carrier Division Five and his staff and the crew of the submarine *uss Grayback* (LPSS 574) call Subic Bay their home port.

Government housing is available, but the customary delay in moving in is rather unpredictable, ranging from a few weeks to a few months. Just as unpredictable is the availability of off-base housing. When available, rents range upward to \$175 per month, plus up to \$80 for utilities.

The commissary store at Subic carries a large line



Left: Liberty at the Seville Fair. Above: Malaga, Spain with bull ring in foreground. Right: Grande Island Beach, Subic Bay.



of items and the Navy Exchanges at Subic and NAS Cubi Point consist of services comparable to large stateside exchanges. A large selection of goods from throughout the Far East is stocked in the Foreign Merchandise Store on the naval station.

The Medical Department offers full, general services in the naval hospital. Specialists are represented by surgery, internal medicine, orthopedics, radiology, pediatrics, psychiatry, obstetrics, gynecology, oral surgery and optometry. Complete dental treatment is available to all active duty military men and women, but dependents are advised to complete all needed dental work before arriving on the island.

Schooling for dependents presents no problems since the Department of Defense operates classes at the elementary and secondary education levels.

**I**F MEMBERS OF YOUR FAMILY are in tune with sports they will find an abundance of activities to keep them busy year-round. The naval base Special Services promotes a complete range of recreation and athletic programs. Facilities include a demanding 18-hole golf course, a pitch-and-putt course, swimming pools, athletic fields, gymnasiums, bowling alley, skeet range, deep-sea fishing, yachting, theaters, libraries, and service clubs for all ranks and rates.

Water sports highlight most of the outdoor activity, especially on Grande Island, a favorite recreation site located at the entrance to Subic Bay.

You may discover that you will never have to leave the Philippine Islands to see something different or interesting. Many tourist attractions can be found in Manila and on the island of Corregidor. Pagsanjan Falls is another favorite site as is the highland resort Baguio in the northern region. From Manila, you can also make arrangements to fly to Singapore, Thailand,

Hong Kong, Taiwan and Japan if you're interested in exploring more of the Far East. Complete details on Subic living can be received from the Commander, U. S. Naval Base, FPO San Francisco, Calif. 96651.

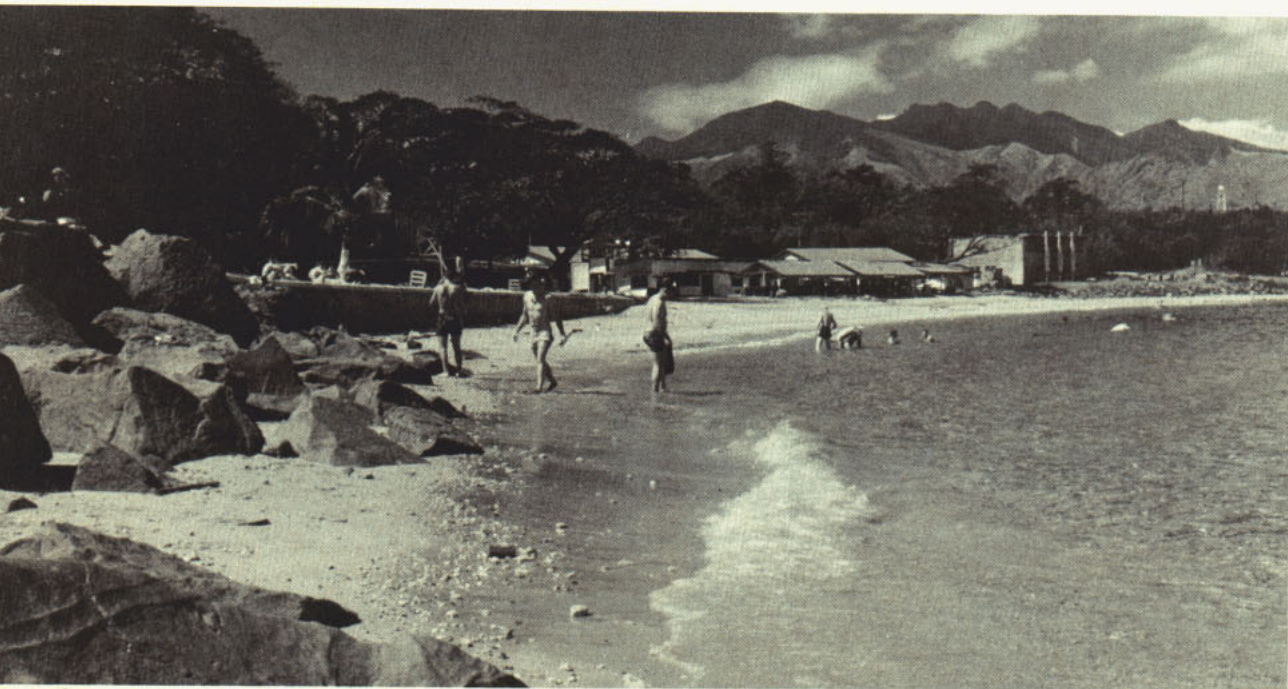
**T**HE FOREGOING SUMMARIES of overseas home ports of ships and staffs assigned abroad touch only the surface of what is available to the individual and the entire Navy family. Judging from the various domestic features, setting up housekeeping could be a challenge, contrastingly different from anything to which most Navy families have become accustomed. In many cases, lifestyle may have to be adjusted as a family learns to live on the local economy and share customs and traditions with their host countrymen.

Very often what can be gained from such an experience cannot be expressed completely in the written word. You sometimes have to see it with your own eyes, witness life as it really is in those lands abroad, and share the experience.

That's what the Navy is offering you and your family through its Forward Deployment Program—the chance to perform a job that is important to the defense structure of our nation and at the same time, give members of your family the opportunity to see a little of the world you, yourself, witness during overseas deployments. Only now those deployments don't have to be six or nine months long. If you're homeported overseas, chances are your at-sea time in one period will be considerably less, with the length in many cases measured in weeks.

No matter how you look at it, the prospect of such an assignment far outweighs the hardships. Besides, who would consider living along the shores of the Mediterranean for a couple of years a hardship?

—JOC Marc Whetstone, USN







Chief Neil C. Hyerstay:

## SERVING UNDER THE UNION JACK



**T**HE NAVY's Personnel Exchange Program is built on one simple concept—one navy takes some of our members and we take some of its members. And hopefully both sides benefit.

One of those now serving—and benefiting—from the program is Chief Aviation Machinist's Mate Neil C. Hyerstay. He and his family are in the position of sharing in the community activities of another culture with a chance to participate in the Royal Navy's way of life and to offer an understanding of our own. Chief Hyerstay's British counterpart is serving a tour of duty with the U. S. Navy.

The military practices of the two navies are different, but since the U. S. Navy was fashioned after the Royal Navy, most of the basic concepts remain the same. Technical advances through the years have formed divisions noticeable in both methods of operations. But then that's one purpose of the program—to exchange personnel in an effort to keep abreast of each other's thinking.

**I**N OUR NAVY, personnel of the aviation branch normally are assigned to one squadron and are involved in only its activities. Not so in Britain. Chief Hyerstay is a jet engine mechanic and is assigned to the jet engine repair shop of the Culdrose Air Station engineering department near Helston, England, where he supervises the repair of engines from any and all squadrons assigned to the base. If an aircraft requires extensive work on an engine, or if the engine has the required number of hours for a complete overhaul, it is received at the central shop.

**ALL HANDS**





Culdrose Air Station houses the Royal Navy's anti-submarine warfare squadrons and provides basic training for all helo pilots. The rigorous training schedule keeps maintenance people busy.

Chief Hyerstay has 10 years' experience repairing engines of the *Sea King* helicopters, a type used by both the British and U. S. Navy. He is often called upon to render assistance to the squadrons at Culdrose.

He says the difference between a U. S. Navy chief petty officer and his counterpart in the Royal Navy goes something like this: "In the Royal Navy, the CPOs do the majority of technical engine repair and overhaul work, whereas in the U. S. Navy a chief does more administrative work and fewer maintenance jobs."

Chief Hyerstay is one of two chief petty officers in the engine repair shop, where also at least 20 other British ratings work on jet helo engines. Engine repairs must be signed off by competent authority certifying that the aircraft is safe, so after arriving here, the chief was sent to a one-week school to learn not only how to sign a form but—also more importantly—what's the impact when he signs his name on official papers. It may sound offbeat, but not every mechanic has the authority to sign forms stating that an engine is "go."

**U**PON COMPLETION of the school, Chief Hyerstay was presented a special certificate, which read: "This is to certify that on or about the 27th of Jan 1972, ADJC Neil C. Hyerstay, USN, became the first of our trans-Atlantic cousins to leave the halls of the

Facing page: Chief Hyerstay, with his wife and mother alongside, strolls down a quaint street in Helston, a community near the air station. Left: The picturesque Cornish coast of England provides a relaxing atmosphere for enjoying those off-duty hours. Above: Chief Hyerstay applies his aviation machinist skills on an H-3 Westland Sea King helicopter with a Royal Navy co-worker, Petty Officer Trevor Brown at Culdrose Air Station.

Engineering School at RNAS Culdrose in a state of unbelievable bewilderment—but qualified to sign almost anything."

Off duty and on, fishing and aviation are the chief's main interests. Whenever he gets the chance, he goes fishing; carrying rod and reel in his car at all times, he needs only a little coaxing when invited.

He holds a commercial single-engine pilot's license and also goes flying when he gets the chance. He is also learning to glide in soar planes at the station's glider club and enjoys, as well, building and flying model planes.

The chief and his wife, Kath, live with their two children in the Royal Navy's married quarters in Helston. Their first year in England has been greatly rewarding and both look forward to taking continuing advantage of the assignment in fostering an understanding of what the two countries and their citizens accomplish as allies.

—Photos by PH1 Bob Woods





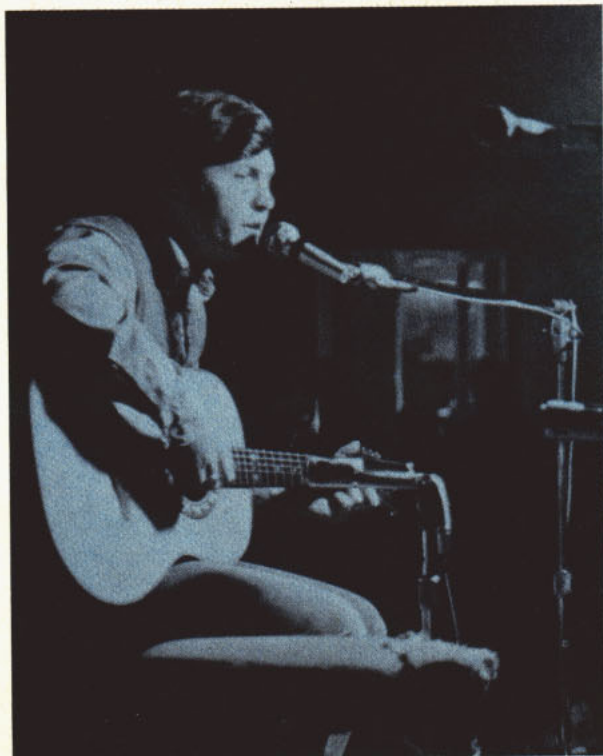
## CWO2 Gunner Gaffey Gaeta--and gets it all

# MUSIC

**H**ARDLY A SHIP gets underway these days that there isn't at least one piper on board. But more often than not the piper today plays a six-string guitar and sings a tune to the tap of his toe. What's more, it's never predictable where he'll emerge—from below deck, the fantail or the bridge—since music basically runs through the veins of most everyone.

It just so happens that aboard the Sixth Fleet flagship, *uss Springfield* (CLG 7), the piper is CWO2 J. A. Gaffey, USN.

Not long ago, Gunner Gaffey, guitar in hand, emceed a *Springfield* Music Festival staged by other talent onboard for the benefit of citizens of Gaeta, Italy, the ship's home port. A few *Springfield* de-



Left, top: Not only the crew of *USS Springfield*, but also their dependents participated in the music fest. Left: The coffeehouse atmosphere added a dramatic air to the performances. Above: The instruments varied at the festival as did the performers and their numbers, military and dependents took part.



takes his guitar to  
together

# FESTIVAL

pendents also joined in with their musical contributions to the festival which took on an air of an intimate coffeehouse performance amid an atmosphere of dimmed lights, glowing candles and a single spotlight focused on the performers. The stage, in the midst of the audience, was set up in the Navy Community Center. The songs and instrumentals ranged from folk, rock, country and western to soul and ballads.

Between playing his guitar and singing some of his favorite numbers, Gunner Gaffey threw in a few of his favorite jokes as he guided the musical show through what he regarded as an opportunity of "just getting it together" through music.

—Story and photos by PH2 Harry E. Deffenbaugh, Jr.



Right, top: CW02 Gaffey works with the 5" and 6" guns and is the missile house safety officer aboard Springfield. Right: "Gunner," who is fond of the guitar, has been strumming for eight years. Above: CW02 Gaffey smiles as he throws a few jokes into the crowd during the musical show.





## HOLIDAY ON A GREEK ISLAND

# LIBERTY AT LEMNOS



WHEN A DESTROYER ESCORT is assigned to the Sixth Fleet for six months, one of the most important, morale-enhancing topics among the crew is liberty ports. Some Mediterranean seaports—like Palma de Mallorca or Barcelona—are frequented regularly by American sailors and their excellent reputation for recreation, nightlife and culture is well known throughout the Fleet. Others less known and less frequently visited are regarded by many traveled Navymen as suitable only for “painting out the sides.”

It was with this last thought in mind that crewmen of *uss Koelsch* (DE 1049) first learned that they were going to Lemnos, Greece. There was understandably much curiosity. Most of the men couldn't immediately find it on the map, and knew little more when they finally did locate it—an island situated far north in the Aegean Sea near the Turkish Strait.

The scanty available descriptions of the island only added to the skepticism of the crew. But, as *Koelsch* drew near to its sundrenched hillsides and rocky coves at dawn in mid-August, they began to realize that Lemnos was obviously another pearl in the necklace of Aegean islands.

Once the ship anchored 1500 yards off the marina—which was filled with multicolored fishing boats—liberty boats began to carry anxious *Koelsch*men ashore for their initial “reconnaissance.” What they found was happily far above anything they had expected.

The classic white houses, cupolas, and archways of the town which hugged the marina contrasted with a mountainous background and an ancient fortress in the foreground which offered a panoramic view of the entire island. Untainted by commercialism, the genuinely sincere townspeople warmly welcomed members of the first American warship to touch their shore in more than one year.

## METROPOLIS ON THE AEGEAN

**A**THENS, including its contiguous port of Piraeus, is a city of about 2,800,000 people (about the size of metropolitan Washington, D.C.) and is one of the older continuously inhabited cities on earth.

Almost everyone is aware that it is the cradle of western civilization and that from its golden age more than 2000 years ago sprang many of the concepts which still motivate the western world.

It is a city with something for almost every taste.

It is dotted with the ruins of ancient glory. Its museums are filled with treasures of art which have survived the ravages of time and still fill the viewer with awe.

Opera, concerts and drama still are heard in theaters created by the ancients. These theaters were built with such perfection that their equal is difficult, if not impossible, to find in modern times. Both the ancient plaka and the modern city offer an abundance of thoroughly enjoyable night life.

Athens is a city of contrast, combining some of the features of Mediterranean metropolises with those of the Near East. Along with its ancient classical monuments are modern buildings, standing next to churches built while Byzantium flourished, where the ancient liturgy of the Greek Orthodox Church can be heard while modern traffic flows noisily on the outside. Although Athens and Greece are predominantly Orthodox in re-



**M**OST OF THE CREWMEN'S DAYTIME HOURS were spent enjoying the sun and sand, hiking, swimming, sunbathing, and scuba diving. As the sun set, the town square began to fill with the local people, gay and smiling after their siestas. The friendliness of Lemnos citizens and officials was overwhelming—they captured the entire crew with their Greco-generosity and pro-Yankee spirit.

Calls were made by *Koelsch's* commanding officer, Commander William O. Huckabay, on city and military officials including the mayor of the city of Myrina, the Chief of Military Forces, and the Archbishop of Myrina. All those called on accepted an invitation to lunch aboard *Koelsch* the following day. A return cocktail party was given for the wardroom by the Chief of Military Forces, followed by attendance at a traditional Greek Dance festival later that evening. During these social affairs, many invitations were extended for further private visits.

**I**N THE MEANTIME, three sonar technicians—Pat Perry, Randy Kearns and Mike Hill—were hiking through Lemnos' rolling hills when they came across a small village. When identified by a local family as "Americans" they immediately became celebrities and were shown remarkable hospitality. Besides offering them boating and swimming, the villagers escorted the sailors back and forth to the ship, and went out of their way to prepare several excellent meals.

**S**IMILAR STORIES of hospitality from Lemnos residents were echoed throughout the ship for many days following—this port was thoroughly enjoyed by the entire crew. It offered a pleasant change from the large cities and provided a relaxing visit. As *Koelsch* departed the island's windswept shores, most of the men felt that they had become a little more Greek and also had left some American goodwill on Lemnos—a beautiful island vacationland immersed in the Aegean.



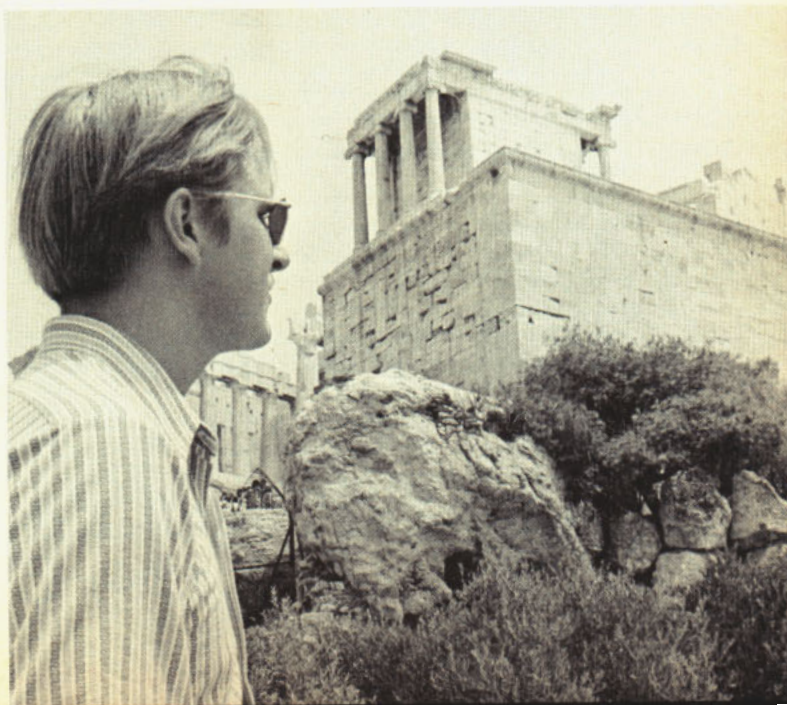
Facing page: A picturesque panorama of Lemnos basking in the Grecian sun. Right: The shoreline of Lemnos, similar to this Aegean beach, is just one of the many natural recreational assets on the island. Lower right: A Navyman on liberty views the ancient buildings in Athens.

ligion, there are also long established centers of both Protestant and Roman Catholic worship in the city. Military chaplains conduct services in English for American military personnel and their dependents.

Other contrasts are evident, too. The crack Evzones, models for warriors anywhere, wear uniforms reminiscent of the Greek pastoral costumes which can still be seen on shepherds in parts of Greece.

The narrow and winding streets of the old city of Athens which huddle about the foot of the Acropolis coexist with the straight, broad avenues of the modern city built almost entirely within modern times. Firmly planted in the 20th century, Athens cherishes its ancient past.

The American Navyman and his family who receive orders to the eastern Mediterranean area, and are homeported in Greece, can expect an interesting and enjoyable tour.





# ANSWERING THE

**N**AVY OUTDOORSMEN who have been stationed in Alaska and vowed to return may accomplish their aim in a way they never expected. It's called homesteading—well, almost homesteading. Actually, homesteading in Alaska on Federal lands ended in 1965 when, if you'll pardon the pun, the government “froze” all public land in the state. That, however, doesn't mean that Alaska land is beyond the reach of most who want it.

There are now state-owned “open-to-entry” lands in Alaska which provide about the nearest thing to homesteads now available. The program is designed to make recreation land available to the public at a nominal cost. There is, however, some work to be done before the land is yours.

First, the “open-to-entry” program requires the entrant personally to locate unclaimed land from available state records at the Alaska Division of Lands office. Then the unclaimed land must personally be marked off according to set rules. The claimant must then file on the land and have his entry recorded.

When these requirements are met, the entrant then pays a \$10 non-refundable filing fee and \$40 for the first year's rental. This entitles the entrant to lease the land from the State of Alaska for a period of five years. He can, if he wishes, renew the lease for an additional five years.

**T**HERE IS A LIMIT of five acres on land which may be acquired by any person participating in the program and water frontage is limited to 400 feet. Claimants must be citizens of the United States and at least 19 years old.

After the lessee has the land's boundaries established by a surveyor approved by the state, he may purchase the land for whatever amount is considered to be a fair market value at the time of his original lease.

Another means of acquiring Alaskan land is through state land auctions or “over-the-counter” sales. State land is offered at public auction to whoever offers the highest bid above the minimum appraised value of the property. Auctions are held in the vicinity of the land being sold and parcels which don't fall beneath the auctioneer's hammer are then offered through over-the-counter sales.

One attractive feature of acquiring land in this fashion is that the state of Alaska itself finances the land's purchase. The state requires a down payment of only 10 per cent, with the balance payable in annual installments over a period of 10 years. Nominal

interest is charged on the unpaid balance.

A number of military men have acquired land through both of these plans. Some intend to spend their retirement in cabins they have built, as others before them have done. For example, one serviceman bought some state land at the Talkeetna auction in 1966, then built and furnished an attractive cabin in virgin forest a half-mile from the nearest road. From his window, he has a view of Mount McKinley and,





# CALL OF THE NORTH

## LIFE ON THE ALASKAN FRONTIER

when the meat supply gets low, he goes out to hunt moose or caribou. He makes much of his own clothing from the hides and pelts of the animals he hunts and traps and considers himself a happy man. And why not? The air is clean, the water's pure and the scenery majestic.

Much of the more accessible land, of course, has by this time already been taken. It might be well to remember, however, that much of what is now prime

business and residential property in Alaskan cities was first owned by homesteading GIs. Although the land now available is mostly far out, it may not be any more secluded than today's prime land was considered to be when a GI stationed in Alaska first staked it out for a homestead.

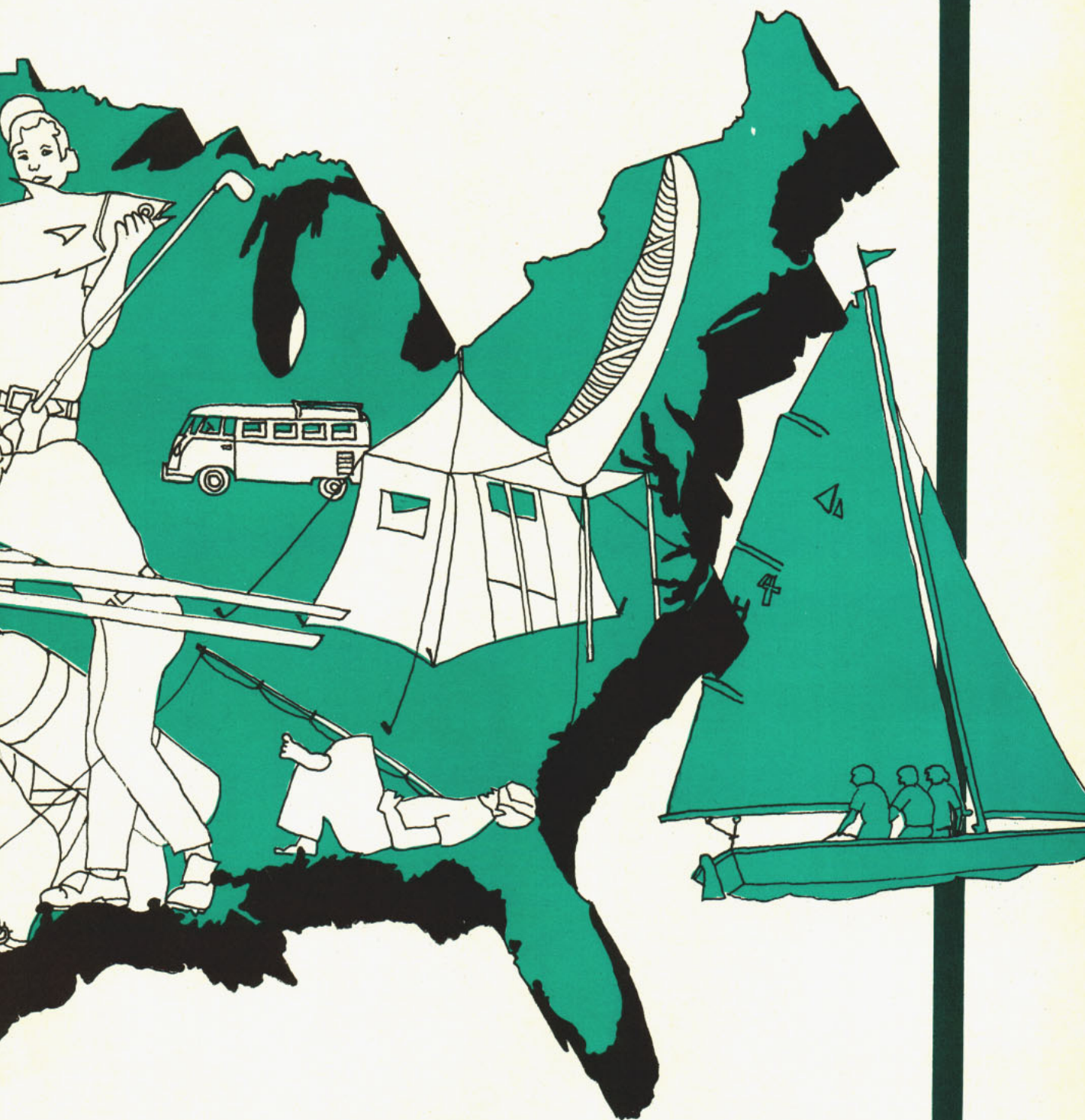
□ *ALL HANDS* wishes to express its thanks to MSgt Stanley G. McDonnough, USAF, for the photograph and the report on which this article is based.











# THE OUTDOORS

MAY 1973



## NAVY RECREATION AREAS

**I**F YOU'VE NEVER experienced a dawn with the song of a meadowlark or mockingbird; washed sleep from your eyes with water lit by starlight; smelled the aroma of hickory-smoked bacon cooking in a skillet over an open fire; or roasted popcorn and marshmallows around a twilight campfire, then you owe yourself an outdoor vacation.

Besides being completely different, it can be fun for the entire family if planned properly. What's more, your outing can be exceptionally economical, especially if you plan it to be spent at one of the

Navy's outdoor recreation areas where you can take advantage of your special services benefits.

There are 16 such areas currently in operation (almost entirely year-round) from Maine to California, from Washington to Georgia—nine states in all. They are listed below, together with related information. As a bonus, listed in an accompanying box are 42 Air Force outdoor recreation areas; however, details here are devoted only to those operated by the Navy.

First of all, the geographical location of each area

RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Point Mugu, Calif. #1 (see map)	Recreation Department Code 624 Naval Air Station Point Mugu, Calif. 93042 Autovon: 873-8770 Commercial: (805) 982-8770	On base beach, 50 miles from Los Angeles, 75 miles from Disneyland, Knotts Berry Farm	Year-round	Fishing, swimming, boating, picnicking, camping, skiing, horseshoes, tennis, and golf
NAV/MAR Lodge, Treasure Island, San Francisco, Calif. #2	Special Services Director Bldg. 263, Naval Station Treasure Island San Francisco, Calif. 94130 Autovon: 869-5088 Commercial: (415) 765-5088 or Special Services Director Hunters Point Naval Shipyard San Francisco, Calif. 94130 Autovon: 799-3274 Commercial: (415) 641-3274	On U. S. Hiway 50 at South Lake Tahoe; north side of road west of Bal Bijou Rd.; 1 3/4 miles west of California-Nevada State line	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, snow skiing, beach activities, hiking, golfing (miniature golf, restaurants, night club, entertainment, camp grounds and wilderness hiking, all located nearby).
El Centro, Calif. #3	Special Services Office Naval Air Facility Bldg. 318 El Centro, Calif. 92254 Autovon: 958-8011 Commercial: (714) 339-2481	On the base	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, tennis, "land" sailing, frogging, and dune buggy areas
Lake Allatoona, Marietta, Ga. #4	Special Services Naval Air Station, Atlanta Marietta, Ga. 30060 Autovon: 925-2528 Commercial: (404) 428-4461 Ext. 2528	15 miles north of NAS Atlanta. See Special Services for specific directions	Year-round camping, fishing, trailer and cabin occupancy; beach and snack bar open 1100-2000 May through Sep	Fishing, swimming, boating, picnicking, water skiing, camping, horseshoes and beach activities



is shown in the left column along with numbers that correspond to these on the accompanying map of the continental area indicating that recreation area location in relation to the nearest naval activity, usually the host facility.

The host facility which can provide additional information about the area most appealing to you is listed next, together with a complete address and telephone numbers through which reservations can be made where accepted.

The next column provides specific directions to some area locations followed by seasonal listing.

**T**HE LINEUP of activities at each area or host facility is somewhat repetitive, but if you have a "hankerin'" to go horseback riding during your vacation, you won't be disappointed if you plan your stay at the Northwest Chesapeake Recreation Area in Virginia. Otherwise, prepare to be content to just pitch horse-shoes at the Oso Recreation Area in Washington. Nevertheless, what the Oso site may lack in horseflesh, it makes up for in its sauna bath (no doubt a favorite gathering place for sore-arm shoe-pitchers).

If you own a camper, travel or tent trailer you

should have no difficulty finding a site at the recreation area of your choice. However, some areas are more limited than others, so it's best to check ahead with the host facility and arrange reservations if possible. You will find, for example, there are 12 travel/tent trailer sites listed at the Gardiner Camping and Picnic Area, a popular vacation spot hosted by the Naval Air Station at Brunswick, Maine, yet Lake Moultrie Area near the Naval Station at Charleston, S. C., registers 125 trailer sites.

For those who do not trail lodgings by car or truck, some form of accommodation is available at almost all of the areas, either in cabins or stationary house-type trailers; most are moderately priced.

Recreation equipment and rental fees vary with each host facility. Also, keep in mind that since many of the areas are situated in isolated locations some equipment items may not be available at the recreation site but rather maintained at the host's special services equipment checkout facility. Such conditions are noted in the following listing.

For a quick, fingertip reference, visit your special services office and ask for a copy of "Guide To Navy Outdoor Recreation Areas." Do a little planning, and then go have some fun—outdoors.

—JOC Marc Whetstone, USN.

## EQUIPMENT & FACILITIES

## FEES & CHARGES

3 cabins (4 persons)	\$5.00 per day
6 trailers (8 persons)	4.00
27 trailer sites w/services	.50
4 trailer sites w/o services	.25
Deep-sea boat	3.50
Sailboats	4.50
Fishing boats w/motor	2.00
Boats w/o motor	1.00
Tents	1.00/.50
Tent heaters, sleeping bags	.25
Lanterns	.10
Fishing gear	.30
Ice chests	.15
Fishing bait	.40 per pound
BBQ grills	no charge

13 motel rooms (3 persons)	\$6.00 per night
Sailboats	
Ski boats	
Fishing boats	
Fishing gear	
Water skis	
Snow skis	
Picnic tables	
BBQ pits	
(boating and fishing equipment available at commercial dock, one block from the lodge. Skiing is available at Heavenly Valley, within three miles of the lodge.)	

1 guesthouse (8 persons)	\$5.00 per day
4 trailers (6 persons)	2.50
4 tent trailers (4 persons)	1.50
6 trailer sites w/services	1.00
2 trailer sites w/o services	1.00
Fishing boats w/motor	2.00
Boats w/o motor	1.00
Utility trailer	1.00
Sleeping bags, fishing gear	.50
Car-top carriers	.50
Tent heaters	.35
Lanterns, ice chests	.25

2 cabins (4 persons)	\$4/5/6 per day*
3 trailers (6 persons)	same as above
9 trailer sites w/services	2.00 per day
9 tent trailer sites w/services	2.00
20-foot pontoon boat	.75 per hour
Fishing boats w/motor	.50 per day
Outboard motor gas	.50 per 5 gals
Sailboats, bicycles	no charge

\* E-4 and below: \$4; E-5 through E-9: \$5; officers: \$6

(Continued on next page)





RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Gardiner Camping and Picnic Area, Brunswick, Maine #5	Special Services Director Naval Air Station Brunswick, Maine 04011 Autovon: 476-2364 Commercial: (207) 582-3411 582-9855	25 miles north of Brunswick on Route 201 in southeastern part of state	Available from May through Oct	Camping, fishing, picnicking, skiing, swimming and golf
Spragues's Neck Area, East Machias, Maine #6	Special Services Director Naval Radio Station, Cutler East Machias, Maine 04630 Autovon: 476-7276 Commercial: (207) 259-8276	Adjacent to station on peninsula. Access by good, though unpaved, roads to turn-around areas that are suitable as trailer sites	Year-round	Bowling, swimming, trap-shooting, hiking, hobby shop and camping
Rocky Lake Area, East Machias, Maine #7	Special Services Director Naval Radio Station, Cutler East Machias, Maine 04630 Autovon: 476-7276 Commercial: (207) 259-8276	20 miles northwest of station and 5 miles off Route 191 on Rocky Lake in Eastern Maine on unimproved, unpaved roads. Last one-half mile is usually passable for automobiles	Year-round if accessible	Boating, fishing, camping, hunting, snowmobiling, picnic area, playgrounds and ball fields, tennis courts and snack bar located on station
Winter Harbor, Maine #8	Special Services Officer Naval Security Group Activity, Winter Harbor, Maine 04693 Autovon: 684-9314/9315 Commercial: (207) 963-5534 Ext. 314/315	Eastern Maine	Mid-May to Mid-Nov for over-night campsites	Fishing, swimming, boating, water skiing, hunting, clam digging, snow skiing, ice skating, golf and beach activities. On-base activities include picnicking, camping, horseshoes, hiking and tennis
Patuxent River, Md. #9	Recreation Division, Naval Air Station, Patuxent River, Md. 20670 Attn: Athletic Director Autovon: 356-3508 Commercial: (301) 863-3508	Patuxent River, Md.	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, crabbing, camping, horseshoes, tennis, hiking, golf, bowling, basketball, volleyball, badminton, and beach activity
Navy Recreation Center, Solomons, Md. #10	Reservation Desk Box 147 Solomons, Md. 20688 Commercial: (301) 326-4216 (between 0900-1400) (no Autovon service)	65 miles southeast of Washington, D. C., on Maryland Route 4, about 75-minute drive from Capital Beltway Exit 34	Year-round	Fishing, swimming, boating, picnicking, hunting, camping, golf, crabbing and beach activities; volleyball, badminton, bowling and billiards

This Fleet Recreation Park is a 260-acre complex designed entirely for the outdoor enthusiast. Yet, it offers comfortable overnight accommodations for the entire Navy family and a variety of activities such as may be found at any recreation resort across the nation. Open year-round, the facility offers camping, fishing, boating, swimming, picnicking, hunting, golf or just simple relaxation in quiet surroundings. Because of the area's popularity, it is recommended reservations be made well in advance of your intended stay.



## EQUIPMENT &amp; FACILITIES

## FEES &amp; CHARGES

8 trailers (6 persons)	\$4.00 per day
4 trailer sites w/services	1.00
2 trailer sites w/o services	1.00
6 tent trailer sites w/o services	.75
9 small campers	2.00
2 medium campers	3.00
2 large campers	4.00
Ski boats w/55 hp motors	10.00
Ski boats w/40 hp motors	6.00
Water skis, tents, toboggans	.50
Fishing boats w/motor	3.00
Boats w/o motor	2.00
Tent heater, fishing fee	.25
Lanterns, sleeping bags, ice chests	.15
Swimming	.10
Golf course green fee (military)	2.00 weekday
(civilian)	2.50 weekend
	3.50 weekday
	4.50 weekend
Golf club rental	.50
Golf cart	3.00 18 holes

Trailer sites w/o services  
Trailers (2 persons)  
Fishing boats  
Snowmobiles  
Sleeping bags  
Sailboats, bicycles, hunting and  
camping gear also available;  
two-lane bowling alley; recreation  
facilities on-base also available.

1 cabin w/o electricity, drinking  
water or plumbing (4 persons)  
3 trailers (2 persons)  
2 trailer sites w/o services  
1 tent site  
4 snowmobiles  
Sailboats, bicycles, hunting and  
camping gear available in limited  
quantity.

2 house trailers (6 persons)  
4 camping trailers (5 persons)  
6 trailer sites w/o services  
6 tent trailer sites w/o services  
6 tent sites  
Ski boat  
Fishing boats w/motor  
Snowmobiles  
Boats w/o motors, water skis,  
sailboats, tents, tent heaters,  
lanterns, sleeping bags, fishing gear,  
ice chests, BBQ grills and bicycles

\* Multiple-use toilet and cold water  
shower facilities available.

13 trailers (6 persons)  
40 campsites w/o services  
tent trailer and tent sites  
Boat dock slip rental  
Golf course green fees  
14-foot fishing boat w/7½-hp motor  
16-foot fishing boat w/20-hp motor  
Boats w/o motors  
Tents  
Fishing gear  
Sleeping bags  
Sailboats, ski boats, water skis,  
horseshoes, tennis rackets, tent heaters,  
lanterns, ice chests and BBQ grills

Lodge w/snack bar, lounge  
15 apartments

1-bedroom  
2-bedroom  
3-bedroom  
4-bedroom  
14 cottages and 21 bungalows  
2-bedroom  
3-bedroom  
4-bedroom  
5-bedroom  
39 trailer sites w/services  
(tent trailer sites)  
65 tent sites w/electricity  
65 raised tent sites  
Swimming pools:  
Adults  
Children  
Boat marina:  
Daily mooring

\$1.00 per day  
1.00  
no charge  
no charge  
1.00 per day

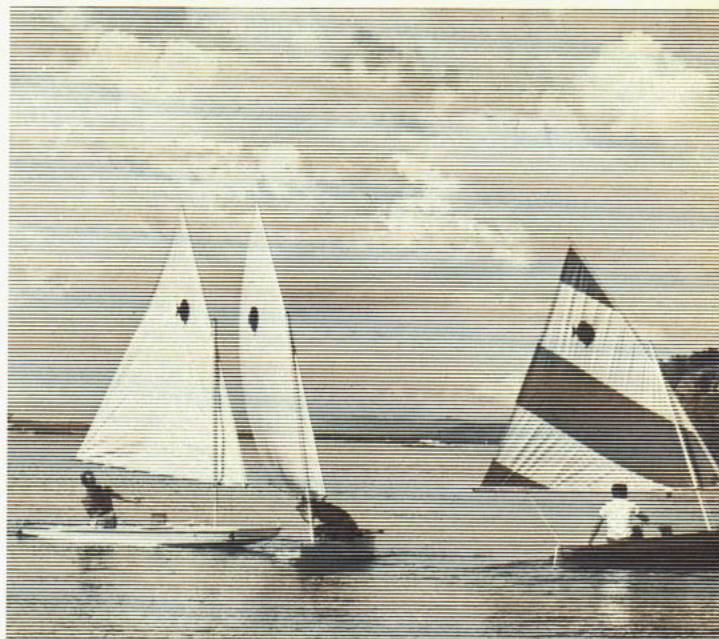
\$3.00 per day  
2.00  
no charge\*  
no charge  
no charge  
5.00 per day  
2.00  
3.00

no charge

\$2/5 per day  
no charge  
no charge  
1.50 to 3.00 monthly  
1.50 weekdays  
5.00 weekends  
2.00 ½ day w/gas  
4.00 ½ day w/gas  
1.00 per day  
2.00 per week  
1.00 per week  
2.00 use fee

no charge

Lodging fees by rank  
per day  
E1-3 E4-9 Officers  
\$3.50 5.00 6.50  
5.00 6.50 8.00  
6.50 8.00 9.50  
8.00 9.50 11.00  
6.50 8.50 10.50  
8.00 10.00 12.00  
9.50 11.50 13.50  
11.00 13.00 15.00  
\$3.00 per day  
2.00  
2.00  
1.00  
.50  
.25  
Boat marina:  
Daily mooring  
.75 to 3.00



## EQUIPMENT &amp; FACILITIES

## FEES &amp; CHARGES

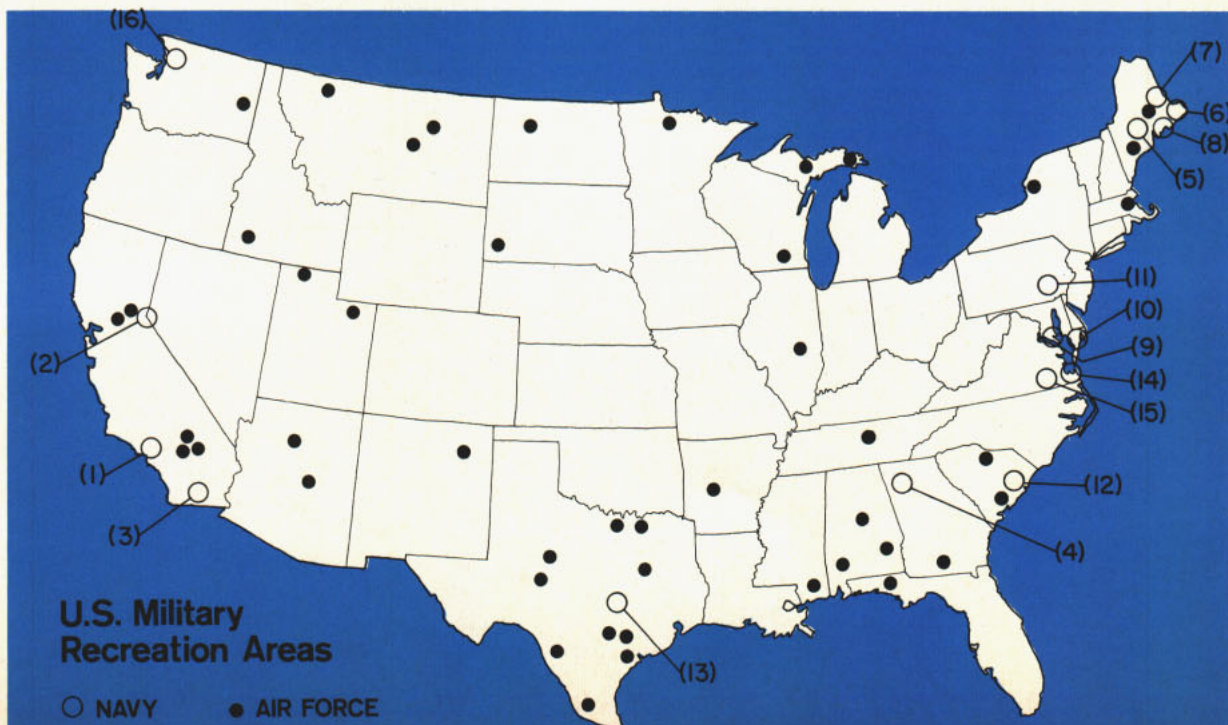
At NRC Solomons, Md. (Cont.)	
Annual mooring	60.00 to 240.00
Boat launching	.75
Golf driving range	.25 per bucket
Miniature golf	.25 18 holes
Bowling	.35 per line
15-foot fiber glass boats (36 boats available)	8.00 daily
14-foot aluminum boats (10 boats available)	5.00 ½ day
Sailboats	5.00 daily
	3.00 ½ day
	10.00 daily
Tandem bicycles	6.00 ½ day
	2.50 per day
Single bicycles	.50 per hour
	1.50 per day
	.25 per hour

NOTE: fuel for boats is available  
at marina service dock

(Continued on next page)



RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Gouldsboro Recreation Area, Willow Grove, Pa. #11	Special Services, Navy Air Station, Willow Grove, Pa. 19090 Autovon: 441-4341 Commercial: (215) 675-7070 Ext. 341	Gouldsboro, Pa., at Lake Wallenpaupack. Tobyhanna State Park and Pocono ski lodges located nearby	Summer: May-Nov Winter: Dec-Apr	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, snow skiing, ice skating, hiking, golf and beach area
Lake Moultrie Area, Charleston, S. C. #12	Special Services, Bldg. 1143, Naval Station, Charleston, S. C. 29408 Autovon: 794-5035 Commercial: (803) 743-5233	On Highway 52, 4 miles north of Moncks Corner, S. C.	Year-round	Fishing, swimming, boating, picnicking, water skiing, camping, horseshoes, hiking, dancing, and beach area
NOTE: Trailers and tent sites listed are located at the Hodge Podge Lodge which is four miles north of Moncks Corner, S. C., and operated by the Charleston AFB on a first-come, first-served basis. Fishing bait, groceries and laundry service are within five miles of the camping facility. Most of the recreational equipment listed in the adjacent column is maintained at the Special Services Gear Locker at the Charleston Naval Station.				
Lake Whitney Area, Dallas, Tex. #13	Special Services, Naval Air Station, Dallas, Tex. 75211 Autovon: 874-9252 Commercial: (214) 262-5161 Ext. 252/383	North of Whitney, Tex., on Route 933	Year-round	Fishing, swimming, boating, picnicking, water skiing, camping, hiking, and golf (NOTE: Navy Exchange outlet is located at the camp. Trailers are furnished with all housekeeping needs, except soap/towels)
Chesapeake, Va. #14	Special Services Radio Receiving Facility NW Chesapeake, Va. 23322 Commercial: (703) 421-2141 (no autovon service)	On the facility	Year-round. Equipment checkout daily: 0800-2000	Fishing, swimming, boating, picnicking, hunting, camping, horseshoes, tennis, hiking, and horseback riding (several commercial stables are located within 5 miles of facility).
Driver, Va. #15	Transmitter Site Officer, Naval Communication Station, Norfolk Radio Transmitting Facility, Driver, Va. 23346 Autovon: 690-3681 (ask operator for Driver, Va.) Commercial: (703) 399-4033 Ext. 30	On the base. Check in at Admin. Bldg. (D-1) for directions	Year-round	Fishing, swimming, boating, picnicking, water skiing, clam digging, crabbing, camping, horseshoes, tennis, golf, ping-pong, and pocket billiards
Oso, Wash. #16	Officer in Charge, Naval Radio Station (T), Jim Creek, Oso, Wash. 98223 Autovon: 891-1200 Commercial: (206) 435-2161	East of Arlington, Wash., on State Highway 530 to Trafton School; turn right on Jim Creek Road to Radio Station main gate	Year-round	Fishing, boating, picnicking, hunting, camping, horseshoes, tennis, hiking, volleyball, and softball, bowling.





## EQUIPMENT &amp; FACILITIES

## FEES &amp; CHARGES

5 trailers (6 persons)	\$2.00 per day
3 trailers (4 persons)	5.00
32 trailers (8 persons)	\$4.50 per day
75 trailer sites w/water-electricity	1.00
20 trailer sites w/o services	1.00
20 tent trailer sites (10 w/o services)	1.00
Sailboats, Sunfish and trailer	3.00 per day
Fishing boats w/motor	1.00 per hour
	3.00 for 6 hours
Tents (9x7)	.35 per day
Campers (4 to 6 persons)	3.00 to 6.00 daily
Bicycles, shotguns	.50 per day
Outboard motor	1.00
Party bag	.90
TV set, utility trailer	.65

23 trailers (6 persons)	\$6.00 per day
6 trailer sites w/services	2.00
6 trailer sites w/o services	no charge
6 tent trailer sites	no charge
Party barge	6.00 per day
Cabin cruiser	4.00 per hour
Golf course greens fees (private golf course available to guests staying at the Rec. Camp. Golf course adjoins the camp. Also,	3.00 per day

10 trailers (6 persons)	no charge
7 trailer sites w/services	\$2.00
5 trailer sites w/o services	2.00
17 tent sites	1.00
Boats w/o motor, fishing boats w/motor; fishing, hunting, camping gear; bicycles, tennis rackets, ping-pong tables; volleyball, basketball and softball gear; movies and EM club.	

6 trailer sites w/o services	no charge
6 tent trailer sites w/o services	no charge
10 tent sites	no charge
Boats w/o motors, fishing boats w/motors; fishing, camping gear; boat launching ramp; golf, tennis and club facilities;	
movie theatre	\$ .30

2 trailer sites w/services	\$2.00 per day
7 tent/trailer/camper sites	.50
Fishing, hunting areas	1.00 per day
Tents, sleeping bags, shotguns and rifles, 2-man backpack tents, boats w/o motor	.50
Electric motor	1.50
Bicycles	.25
Coleman stove, backpack w/frame	.25 for 3 days
Lanterns, ice chests	.10 per day
Gymnasium, sauna bath, ball fields, boat dock and snack bar available.	

NOTE: prices and availability of equipment and facilities are subject to change with regard to all recreation areas.



## AIR FORCE RECREATION AREAS

THE AMERICAN FORCES have interservice agreements which allow members from sister services to use host recreation facilities whenever possible, usually on a space-available basis.

In line with this policy, ALL HANDS has been provided with a list of Air Force recreation areas which are available to Navymen and their families. It is part of a joint all-service directory now being compiled.

Meanwhile, additional information may be obtained by directing correspondence to the Recreation Directors of the Air Force facilities listed here:

<b>ALABAMA</b> Bashi Creek Recreation Area, Thomasville AFS, Ala. 36784 Dauphin Island Recreation Area, Dauphin Island AFS, Ala. 36528 Lake Eufaula Recreation Area, Eufaula AFS, Ala. 36027 Maxwell-Gunter Recreation Area, Maxwell AFB, Ala. 36112	Glasgow AFB, Mont. 59231 Pond Side Camping Area, Lewistown AFS, Mont. 59457 St. Mary's Recreation Camp, Malmstrom AFB, Mont. 59402
<b>ARIZONA</b> Fort Tuthill Recreation Area, Luke AFB, Ariz. 85301 Waterdog Recreation Annex, Williams AFB, Ariz. 85224	<b>NEW MEXICO</b> Lake Conchas, Cannon AFB, N. Mex. 88101 <b>NEW YORK</b> 1000 Islands Campsite, Griffiss AFB, N.Y. 13440
<b>ARKANSAS</b> Lake Conway Recreation Area, Little Rock AFB, Ark. 72201	<b>NORTH DAKOTA</b> Riverdale Recreation Area, Minot AFB, N. Dak. 58701
<b>CALIFORNIA</b> 15th Air Force Game Reserve, Beale AFB, Calif. 95903 Lake Isabella (AFSC), Edwards AFB, Calif. 93523 Lake Isabella (TAC), George AFB, Calif. 92392 Lake Isabella (MAC), Norton AFB, Calif. 92409 Travis Lodge, Travis AFB, Calif. 94535	<b>SOUTH CAROLINA</b> Hodge Podge Lodge, Charleston AFB, S. C. 29404 Wateree Recreation Area, Shaw AFB, S. C. 29152  <b>SOUTH DAKOTA</b> Victoria Lake Recreation Area, Ellsworth AFB, S. Dak. 57706
<b>DELAWARE</b> Cape Henlopen, Dover AFB, Del. 19901	<b>TEXAS</b> Lake Nasworthy Recreation Area, Goodfellow AFB, Tex. 76901 Flying K Recreation Ranch, Kelly AFB, Tex. 78241 Camp Warhawk, Lackland AFB, Tex. 78236 Zapata Recreation Area, Laredo AFB, Tex. 78040 Amistad Lake Recreation Area, Laughlin AFB, Tex. 78840 Lake Texoma Recreation Area (ADC), Perrin AFB, Tex. 75090 Lake McQueeney Recreation Area, Randolph AFB, Tex. 78148 Lake Whitney Recreation Area, Randolph AFB, Tex. 78148 Lake Texoma Recreation Annex (ATC), Sheppard AFB, Tex. 76311 Lake Sweetwater Recreation Area, Sweetwater AFB, Tex. 79556
<b>GEORGIA</b> Grassy Pond, Moody AFB, Ga. 31601	
<b>ILLINOIS</b> Base Recreation Area, Chanute AFB, Ill. 61868	
<b>MAINE</b> Pleasant Pond, Topsham AFS, Maine 04086	
<b>MICHIGAN</b> Dukes Lake, Kincheloe AFB, Mich. 49788 Ski Chalet, K. I. Sawyer AFB, Mich. 49843	<b>UTAH</b> Snow Basin Recreation Area, Hill AFB, Utah 84401 Carter Creek Recreation Area, Hill AFB, Utah 84401
<b>MINNESOTA</b> Adrian's Resort, Baudette, Minn. 56623	<b>WASHINGTON</b> Clear Lake Recreation Area, Fairchild AFB, Wash. 99011
<b>MONTANA</b> Ft. Peck Recreation Area,	



# Running the Colorado Rapids

*Navy men traveling the high seas have experienced their share of exciting adventures on the world's waterways, but relatively few have shared the thrills of riding the rapids of a wild river. This was the experience of a group led by a young staff member at the Naval Postgraduate School in Monterey. Here's the story as reported by Chief Journalist Bill Locklar, USN.*

**R**USSELL D. SCHWANZ, a meteorologist at Monterey's Naval Postgraduate School, is one among us who favors spending his vacation outdoors. But, because of the manner in which he spends it, this particular meteorologist, whose vocation is dedicated to weather is not really fussy about his vacation weather. He knows, rain or shine, he's going to get all wet anyway.

After all, who stays dry in a rubber boat running the rapids of the Colorado River?

Keeping dry is hardly a consideration, according to the rapids runners. The whole idea, says Schwanz, is the excitement of it all, from dashing over, under and through white water rapids to seeing a rainbow sunset reflected among the towering cliffs of the Grand Canyon while drifting lazily where the river is almost as still as the approaching night.

Below: Steve Rinard (left) and Russ Schwanz, co-workers in the meteorology department of the Naval Postgraduate School, man the bow while running the rapids in the Colorado River.



Twice Schwanz and two groups of about 30 hardy men and women, including some from the Naval Postgraduate School, have made the 232-mile run down the Colorado. The first trip was in April 1971. The second was in March 1972. The third? Soon, he hopes.

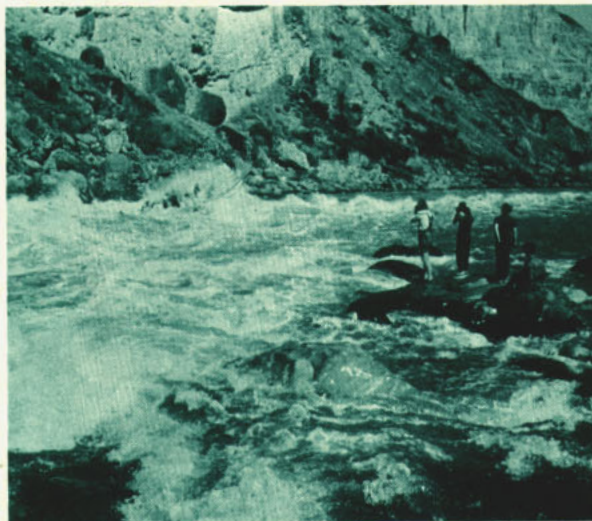
If trip number three is organized, it will probably be similar to the others. Schwanz explains that about 60 days of planning go into what eventually will result in 120 "exciting" hours—the average time it takes to run the river.

Each of Schwanz's expeditions began at Temple Bar, Ariz., near Lake Mead. From there, he and his companions took a bus to the South Rim of the Grand Canyon and then hiked the seven-and-one-half-mile trail down the canyon wall to the canyon floor and the river's bank. It's a four-and-a-half-hour hike, each hiker carrying his allotted 40 pounds of personal gear.

Most are, at first, awed by the 5000-foot cliffs that tower above, but they soon adjust to their relative size when they first set eyes on the rental boats that will carry them over the treacherous waters of the Colorado. Thirty feet long by 15 feet wide—rubber pontoons strapped together by rope—they are as durable and as spillproof as could be expected, under such conditions. Almost everyone appears confident they will do the job, as will the hired crew.







**W**ITHIN FIVE MINUTES after getting underway, Schwanz says the boats pass through one of the worst rapids on the Colorado. He found this ride to be "frightening, exciting . . . all one could think about was holding on to the ropes." He compared it to his first ride on a roller coaster; this time, however, he was drenched with cold water.

"After passing the first rapid, you lose your awe and get the feeling of 'bring on some more.' The experience is totally exhilarating," he added.

Between rapids there are very often calm sections of the river the boats drift through. During such times both passengers and crew relax, dry off and lean back to enjoy the scenery as they quietly coast through a water-filled hole that might be a mile deep. It is also at such times that members of the expedition often see signs of wildlife in the deep ravines of the canyon, such as hawks, wild burros, various insects and an occasional trout. Most are just as curious about their visitors as the visitors are about them. Schwanz recalls that at supper one night he was joined by an inquisitive kangaroo rat.

**A** TYPICAL DAY MIGHT find the expedition pulled off at a sandbar or a side canyon for a 45-minute lunch break, enough time to explore some of the canyon walls and perhaps see a part of the world that has not been explored since John Westly Powell first ran the river in 1869.

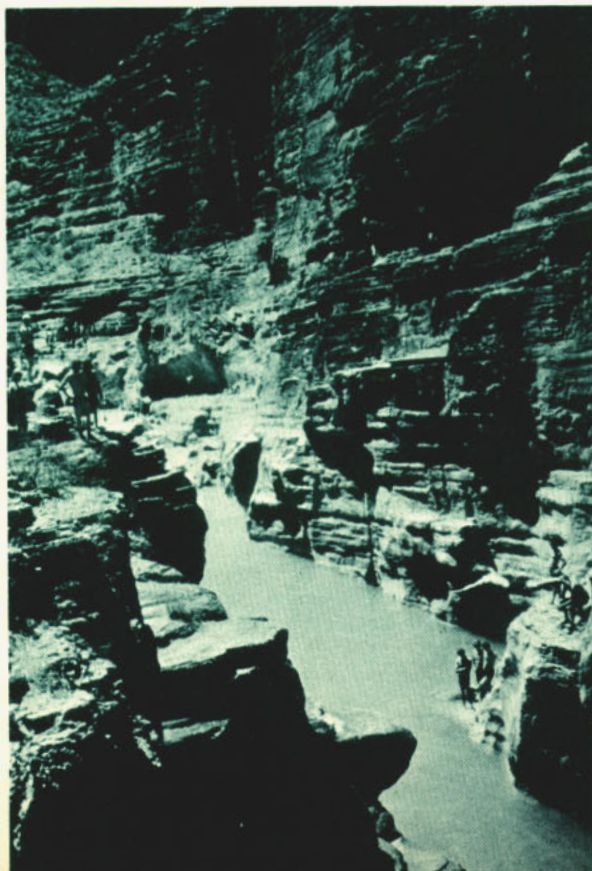
The first night on the river finds the boats securely ashore and the group changed into fresh, dry clothes, a welcome feeling after being soaked to the skin most of the day. The second order of things is supper, the menu for which consists of steak and strawberry shortcake. Afterward, there is time to view the sunset, time to sing a few songs around the campfire, and time to exchange enthusiasms over the day's experiences before settling into sleeping bags for the night. The temperature deep in the canyon dips near freezing at night, a marked contrast to the 90-degree temperature usually contended with during the heat of the day.

At first light, all hands begin to stir and soon are

tasting their first outdoor breakfast—eggs, sausage and pancakes prepared over an open fire.

Schwanz remembers that one of the highlights of his experiences down the river was taking a shower under a 100-foot waterfall. He also recalls getting stuck for 20 minutes on a rock at the approach of one of the rapids, and watching a wild burro try to defend a small sandbar as members of the expedition attempted to get acquainted.

These are experiences of the past for meteorologist Russell Schwanz. But, if the past is any indication of what's in store in the future, chances are, between meteorology classes, Schwanz is talking up trip number three among today's adventure-loving students at the Naval Postgraduate School as the way to spend the "ideal" vacation. □





# FUNDING FOR FUN & RECREATION

**T**HE BUREAU OF NAVAL PERSONNEL does a lot more than just move people around. It sees to their career needs, training requirements and even their spiritual needs. And certainly far from least important, it sees to their morale, welfare and recreational needs.

In so doing, a great deal of emphasis is placed on Special Services, the Navywide organization that provides a varied program of wholesome, constructive leisure-time recreational activities, such as bowling, golfing, sailing and the like.

The primary objective is to enhance the mental and physical well-being of all Navymen and women and their dependents, regardless of where in the world they are stationed. Such an objective is widely varied in scope since naval stations and installations present marked differences in needs and services available. Therefore, a standardized recreation program is basically impractical. It's then left up to the individual commands to strive for and adopt solutions meeting specific needs within the limits of their recreation funds.

In accomplishing this, there are two channels of finance open to a command recreation program: appropriated funds and nonappropriated funds.

**E**SSENTIALLY, appropriated funds are those provided by Congress as part of the annual federal budget from which the budgets of the military services are funded. It is the policy of the Navy Department that recreation activities will be provided, maintained and conducted using appropriated funds. Ideally, therefore, total support of recreation programs could be provided from Congressional appropriation.

During recent years, however, appropriated fund support of Special Services programs and facilities has been drastically curtailed due to shortages of these funds. This has brought about a marked increase of dependence upon nonappropriated funding and an increase in the number of requests for nonappropriated fund assistance from the Chief of Naval Personnel. Most appropriated funds are being used primarily for facility construction of golf courses, swimming pools, recreational halls, etc.

Nonappropriated recreation funds are generated as profits from Navy Exchanges and ships' store sales and from fees and charges levied within local programs. In addition, balances of recreation funds (known as residual funds) of those ships and naval activities decommissioned are a source of nonappropriated

funds; so is revenue from Special Services resale activities and interest earned on short-term government securities.

## Four Recreation Funds

**A**LTOGETHER THERE ARE four types of recreation funds within the Navy's Special Services program; they are Unit, Composite, Command and Central.

A *Unit Recreation Fund* is the fund used aboard ships, stations and other independent activities to meet the needs of maintaining a high level of morale within the command.

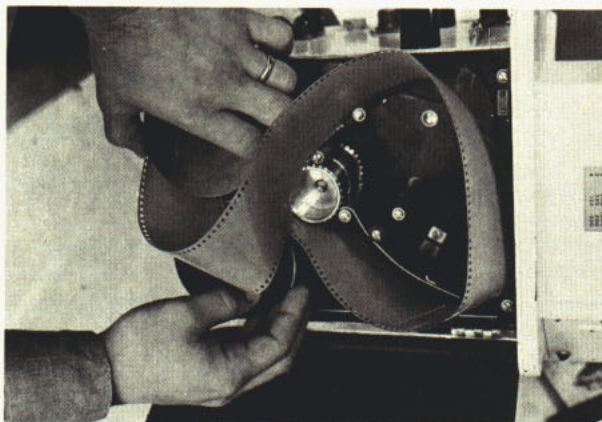
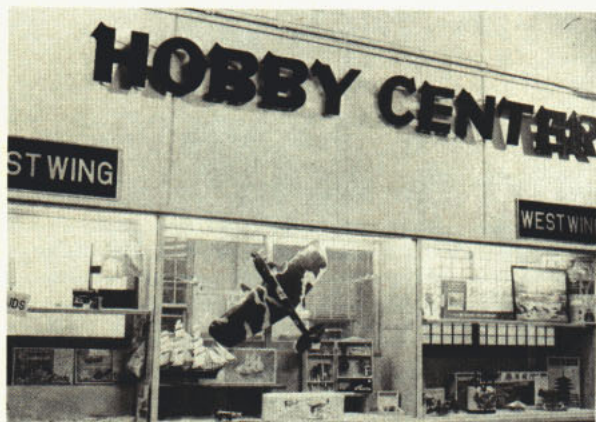
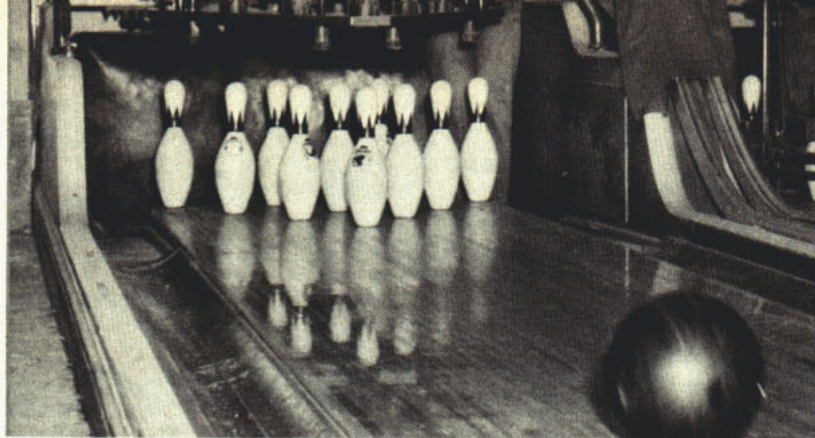
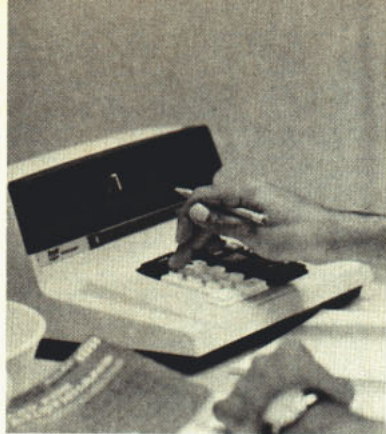
A *Composite Recreation Fund* is a single fund intended to serve the needs of several activities when there is but one basic recreational setup available. Such a fund might be operated on a naval air station where airmen from several air squadrons use the Special Services facilities of the host station, or at a naval shipyard where Navymen from several ships undergoing overhaul use the recreational facilities of the shipyard. In either of these cases, participating units contribute to the makeup of the Composite Recreation Fund as required by regulation.

A *Command Recreation Fund* is established at an intermediate level of command primarily for the financing of Special Services programs in which individuals from various activities within a wide area or within a single element of command participate—a naval district or fleet-supported sports activity, for instance.

The *Central Recreation Fund* is administered by the Chief of Naval Personnel to support the overall recreational programs of the Navy. It serves as an equalizing source of money, available to all the other recreation funds and, in a sense, is the pillar of strength for the Navy's Special Services program. It is included among five accounts which make up the Central Funds administered within BuPers—General Recreation, Afloat Recreation, Officers' Messes, Chief Petty Officers' Messes, and Petty Officers' Messes—each of which is set up to support the needs of its respective type of activity in the field. That is, money assessed from CPO mess is used to support other CPO mess needs and is not used to help build a bowling alley.

Just as these recreation funds operate within the limitations of a budget, so does the BuPers Central Recreation Fund, but on a much larger scale.





**D**URING THIS LAST YEAR—actually from 16 Jun 1972 to 15 Jun 1973—that budget amounted to a cool \$24.7 million of nonappropriated funds stemming from sources within the fleet and recorded by the Bureau in millions as follows:

- \$13.5 from Navy Exchange profits
- \$ 2.6 from loan repayments
- \$ 2.6 from interest on short-term investments
- \$ 2.0 from ships' store assessments
- \$ 1.6 from mess assessments
- \$ 1.5 from slot machine assessments
- \$ 0.9 from residual funds

Distribution of the BuPers Central Recreation Funds, with regard to facility construction, is a responsibility delegated by the Chief of Naval Personnel to a board of administrators. Current directives state that the board, consisting of not less than three commissioned officers and the Master Chief Petty Officer of the Navy, meet annually, together with representatives of major fleet and activity commands to formulate the nonappropriated fund construction program for the ensuing fiscal year. In the process, the board studies and weighs the requirements of various activities for additional recreation funds to support repairs or minor construction and alteration projects and makes recommendations as to which projects are to be approved for funding, either by grants or loans or both.

**G**ENERALLY, GRANTS ARE made only to newly commissioned activities or to those activities that are unable to generate sufficient funds to maintain an adequate Special Services program. For example, this

past year a grant of \$309,744 was given to the Naval Communication Station at Wahiawa, Hawaii, for the construction of a general-purpose hobby shop featuring arts and crafts, leather and woodworking, etc. A combination grant-loan transaction was approved for the Amphibious Base at Little Creek, Va., for the construction of a \$600,000 auto hobby shop. And a \$49,000 loan has been issued to the Naval Station at Adak, Alaska, for the purchase of replacement bowling equipment.

Loans such as that given Adak are normally reserved for those activities that have good income potential from Special Services programs and are repayable, generally within 10 years. Repayment of the loan portion of a partial grant, partial loan assistance is usually determined by the activity's earning potential and is not necessarily governed by the 10-year term payments.

In addition to the grants and loans mentioned, the following is an outline of fiscal year 1973 Central Fund programs (in million-dollar allocations):

- \$6.2 for facility loans and grants
- \$5.5 for Navy Motion Picture Service
- \$3.0 for insurance programs
- \$3.0 for wage legislation
- \$2.5 for headquarters and field activity operating costs
- \$2.5 for operational grants
- \$2.0 for Navy Lodges

In a recent Central Fund budget report published by BuPers which covered the FY72 period, special interest topics were discussed and explanations given in more detail as to how the fund was budgeted, particularly in the areas of the Navy Motion Picture



Program, the Temporary Lodging Program, Recreation and Mess Facilities and the Insurance Program. Also, it explained that the \$3 million set aside for "wage legislation" was geared to meet increased wage and fringe benefit costs for employees of Special Services activities anticipated during the reporting period.

### **Navy Motion Picture Program**

**A** SIGNIFICANT CHANGE has recently been made in the movie program. After taking a good look at the way they had been doing business, the Special Services people in the Bureau decided that they would better serve Navy audiences afloat and ashore by changing their film buying and distribution procedures. In effect, they had been running two distinct and separate movie services—service to fleet and overseas shore stations was provided by contracts with 11 major movie companies on a free admission basis using 30 prints of each selected film in 16-mm gauge size. However, 18 of the 30 prints were tied up at overseas shore activities, circulating there for several months before they could be used effectively for shipboard showing. This resulted in late distribution of once current movies to fleet units.

On the other hand, stateside Navy theaters were served by the 35-mm gauge film prints. But because of reduced film audiences and economic increases within the motion picture industry itself, it also became increasingly difficult to come up with a sufficient number of 35-mm prints on a timely basis. Solution to the problem was to provide one service in one film size, that is, in 16-mm gauge.

Under the new program, the Bureau now buys a total of 46 prints of each selected film (in 16-mm gauge). Of this number 24 prints of each movie go for immediate exclusive shipboard use, and 22 prints are circuited to stateside theaters over a six-week period. Then, while still timely, the stateside prints go to overseas shore theaters, while one print is retained for circulation through theaters in Hawaii.

After the shore prints have finished their circuits they are added to the NMPS inventories and are made available for use by fleet units or as fill-in or repeat showings by shore theaters. This new program will provide earlier release of newer movies and a ready source of supply for repeat bookings. Special Services presently is in the process of phasing in the new program which is already operating in the fleet and in certain areas outside the U. S. Full conversion stateside was achieved last fall.

The 30-cent admission charge at shore theaters partially offsets the cost of a film program, but it is expected that the net outlay of Central Funds will call for the expenditure of all of the \$5.5 million budgeted. Rising costs are reflected in the fact that the NMPS budget for the preceding fiscal year was \$4.5 million, or a whole million less.

Looking ahead, the next big project is to set about answering the requests of many movie buffs in the Navy for "classic" films. A library of classics including those featuring W. C. Fields, Humphrey Bogart, the Marx Brothers and other greats, is in the making.

### **Navy Lodges**

**T**HE NAVY TEMPORARY LODGING PROGRAM was developed using nonappropriated recreation funds, as the most rapid means of providing inexpensive temporary accommodations for Navymen with permanent change of station orders in hand. It has been identified as a key factor in the Navy's overall program to improve retention and morale.

Primary consideration of the lodges is to serve individuals on permanent-change-of-station orders accompanied by dependents. However, there is also a need to provide this same service for other Navymen and their families who are not under PCS orders. Therefore, in FY72, Central Recreation Funds—in the amount of \$4.2 million—were advanced to enable additional construction of additional temporary lodging units, bringing to more than \$10 million the funding that has been made available in the past two years.

These modern, motel-like units were constructed primarily in those areas having large populations of Navymen in the United States, and will eventually pay for themselves. A modest charge of \$8.00 per night per unit covers the costs of all salaries, equipment, operating costs and long-term repayment of the non-appropriated funds advanced. Additional units are in the planning stage and it is proposed to continue the Navy Lodge building program until the needs of the Navy for temporary housing are met.

**T**HE CENTRAL FUND budget report also indicated that there is an identified deficiency of recreational facilities (aside from Navy Lodges) Navywide in excess of \$450 million. It may be a while before the goal of eliminating that deficiency is realized since appropriated funds have become less available due to the overall tightening of operational funding. Consequently, it has been necessary to meet only the most urgent facility construction requirements with non-appropriated funds, placing a considerable burden on the Central Recreation budget.

As a result, careful scrutiny is applied by the Board of Administrators in the selection of those activities to receive funding support. During FY72, for example, more than \$29 million worth of projects were submitted by 108 naval activities. However, only \$6 million was expected to be available. The competition was tough and decisions were based on such factors as degree of isolation, climatic conditions, number and type of persons to be served, and the availability of other military and commercial recreation activities. Of course, those activities having the greater need and those expected to have the greatest impact on morale rated highest on the list of priorities.

Meanwhile, alternative methods of funding those projects considered as "needed" are being explored in answer to the limited appropriated and nonappropriated resources. One such method is to use commercial loans for construction of income-producing facilities such as bowling alleys and open messes. At least one such loan has been obtained at seven per cent interest, repayable in approximately 10 years. As indicated by the budget report, funding through commercial sources may have considerable merit.



In the area of outdoor recreation, the success of the Navy Recreation Center at Solomons, Md., has prompted plans for similar facilities to be built using nonappropriated funding, and by construction accomplished by SeaBee and self-help volunteers. Planned facilities will be located in areas with large Navy population concentrations and will be designed with activities that feature convenient, inexpensive group and individual outdoor recreation. This type of recreation could be camping, fishing, picnicking and so forth (See "A Guide To A Good Time" in this issue of ALL HANDS).

### Insurance Program

**E**ACH PATRON of a Bureau-supported mess and Special Services recreation program should realize that the BuPers Central Recreation and Mess Funds bear the entire cost—about \$800,000 in FY72—of a worldwide composite insurance program. This program includes risk property coverage; workmen's compensation coverage; comprehensive general and auto liability coverage; and auto physical damage coverage for Special Services and messes vehicles. It also covers losses due to crime.

Settlements during FY72 covered one recreation facility's fire loss of more than \$100,000 at a naval station overseas, and large fire and hurricane losses to recreation and mess facilities at several naval air stations in the U. S.

The Central Fund also finances a comprehensive group insurance program for mess and recreation employees. These policies offer substantial insurance coverage to mess and recreation employees—some 27,000—at very favorable rates; costs for FY72 were \$656,000.

In addition, a group retirement annuity plan provides financial security for employees when they retire. The annual premium last year was about \$840,000.

### Navy Air Charter Program

**T**HE NAVY AIR CHARTER PROGRAM, in operation since Christmas 1970, was initiated by Z-Gram 6, and has played a major part in keeping to a minimum ex-

tended family separations within the Navy. The success of the program is indicated by the fact that 5500 active duty members and dependents participated in more than 20 low-cost charter flights during FY72. As a result, it has been designated one of the 21 programs having the highest impact on the retention of Navymen and women.

Under a new Civil Aeronautics Board regulation, which became effective in October 1972, all active duty Navymen stationed or deployed overseas, and their immediate families, will remain eligible for these charters. In view of this, the Charter Program should continue to operate successfully and accomplish its mission. The Navy Air Charter Program is not subsidized with nonappropriated funds. However, it is administered within the Special Services Division of BuPers.

Another low-cost air travel opportunity was introduced earlier by regularly scheduled international airlines. These reduced military fares allow individuals or small groups to travel independently at rates almost comparable to charter flight rates. And, because regularly scheduled flights are used, travel plans can be made on relatively short notice, whether they are for an individual or for a planeload of 250 passengers. This aspect made the reduced fares very popular, recently, in the Western Pacific area where operational commitments did not allow the lead time necessary to arrange a charter flight (more information on the reduced military fares is provided in BuPers Notice 4630 of 28 Jul 1972, or is available from the air charter coordinator in the Bureau: Pers-S2, Navy Department, Washington, D. C. 20370).

As one can judge, the Navy's recreation funding programs is big business. And, it's a complex business where, more often than not, demands against it are more than its limited resources are capable of producing, despite the million-dollar budget figures. Efforts continue to insure that each Navyman and Navywoman gets his or her money's worth as Special Services throughout the Navy works toward providing a well-rounded morale, welfare and recreation program second to none.

—JOC Marc Whetstone, USN





# From pushball to the Marlinspike Olympics

# NAVY SPORTS

**A**MONG A LOT OF THE ANCIENT TRIBES, the new year didn't begin on the first of January—if there had been such a thing as the first of January. After all, that was the middle of winter. It was cold and dead, and there was certainly very little that was new about it.

No, the new year to them began around April—



possibly 15 April. The weather was turning warm, the nighttime constellations were changing, and the crops were about to be planted. For the hunters who may have been physically idle for the past few months, spring signaled a new year of activity.

A lot of people in Twentieth Century America have unwittingly returned to the customs of the ancients. Although they still observe the first of January as the beginning of the new calendar year—with resolutions and football games—the new year really hasn't started until the first umpire of the first game yells, "Play ball!"

With that message, Americans take to the diamonds, tennis courts, swimming pools, lakes, campsites, and to any area which can be called a recreational site. These peculiarly American rites of spring are symptomatic of a national obsession with sports—Americans running, hitting, diving, sweating, and loving every minute of it.

**T**HE NAVY, of course, is no exception. Navy men and women have a fine tradition of sports activity, and that tradition will be carried on this year just as it was last year—which is one of the things we want to talk about—what happened in Navy sports last year. We don't have all the information about all the competitions that were held on each of the ships last year, but we think we can give you a pretty good idea of what was happening.

But before we get into all of that, let's say a word or two about what is coming up in 1973 in Navy sports. First of all, the Atlantic Fleet Council met last fall and scheduled sports competitions for a number of different activities this year. Those competitions are:

Bowling, 7-11 May, Mayport, Fla.; Tennis, 23-27 Jul, Mayport, Fla.; Golf, 6-10 Aug, Norfolk, Va.; Soft-









# NAVY SPORTS

ball (Fast Pitch) and Softball (Slow Pitch), 13-17 Aug, Norfolk, Va.; Sailing 13-17 Aug, Jacksonville, Fla.; and touch football, 5-9 Nov, Norfolk, Va.

That's just an indication of what is going on in the Fleet. Competitions range from those within each base or unit, to Navywide championships. Practically every sport imaginable is represented. Even chess (which champion Bobby Fischer says takes the training and physical prowess of an athlete) is growing in popularity and some commands are authorizing tournaments.

All this is to say that there is some kind of sports program in your area. If you're interested, check with your Special Services office, find out what's going on, and join in; you may lose a few of those winter pounds and may even gain an award.

**A** GOOD EXAMPLE of what can happen can be found with last year's winners of the Atlantic Fleet competitions. Each winning player had to go through competitions at his base and then through one of a series of regional meets. The championship events pitted the winners from eight geographical areas of the Fleet, including Norfolk (and Bermuda), Newport (New England and Keflavik), Charleston, Mayport, Jacksonville, Key West, Caribbean, and Fleet Marine Force, Atlantic.

In the handball meet held at Norfolk, Lieutenant Commander Aimo Hill, from HS-3, Quonset Point, R. I., smashed and chopped his way over a number of opponents, including runner-up Major Jack Smallman,





USMC, of the Second Marine Division, to take the single's championship. LCDR Hill then teamed up with Seaman Boatswain's Mate William Farber, a crewman on *uss Paul* (DE 1080), to win the fleet's doubles title. Representing the Newport area, LCDR Hill and SN Farber beat out the team from FMFLANT, made up of MAJ Smallman and Colonel Robert J. Lahr, also of the 2nd Marine division.

Naval Station Charleston was host for the basketball championships, which this year saw the team from *uss Forrestal* (CVA 59) down a number of opponents and, finally, meet the Newport area representative, *uss William R. Rush* (DD 714), for first place. *Forrestal* was the Norfolk area representative.

*uss Puget Sound* (AD 38) was named the Atlantic Fleet's bowling champ when the final pins were felled at the meet in Newport, R. I. *Puget Sound* represented the Newport area, while runner-up Attack Squadron 66 came from Jacksonville.

TENNIS IS A SPORT growing in popularity, and the last championship matches drew a large number of players. The singles' championships in the Atlantic Fleet—hosted by the naval station at Newport—came down to a set between Personnelman 3rd Class Doron Green, a member of the Antarctic Support Activity, and Ensign Tom Almy, from *uss Sellers* (DDG 11). PN3 Green, the host's representative, won over ENS Almy, who represented Charleston.

PN3 Green then linked up with Lieutenant Mike Donilon, of ComCruDesFlot 2 to take the doubles' title from the Norfolk area team made up of Lieutenant (jg) Brian Adkins, of *uss L. Y. Spear* (AS 36), and Fire Control Technician Rich Durham, of *uss Josephus Daniels* (DLG 27).

The senior singles' championship matched Rear Admiral Wentworth, ComCruDesFlot 2, against Captain Harry Caldwell, ComFleTraGrp, with RADM Wentworth emerging as the winner.

THERE ARE TWO VERSIONS of softball in the Fleet and consequently two winning teams. In the fast pitch division, the Norfolk team from Headquarters & Service Battalion, FMF Atlantic, took on the team from *uss Yellowstone* (AD 27) and beat them for the title at Norfolk. The slow pitch champions are the team from *uss Francis Marion* (LPA 249). Acting as the Norfolk representative, *Francis Marion* beat runner-up *uss Robert H. McCard* (DD 822) on the diamonds of the naval station at Charleston.

The sailing competition took place in Norfolk and saw that area's representative, Underwater Demolition Team 21, take the title away from the team from Jacksonville-based Weather Reconnaissance Squadron 4. In the touch football division also held at Norfolk, again the Norfolk team, *uss Guam* (LPH 9), blocked, kicked, ran, and puffed its way past the runner-up team from Key West, *uss Howard W. Gilmore* (AS 16).

THESE REPRESENT some of the traditional meets which were held throughout the Navy. A peculiarly Navy competition—held in honor of 1972 and the Olympics last year—was the Marlinspike Olympics conducted on board *uss Seattle* (AOE 3) in Athens, Greece. (See the story on the following pages.)

Another winner this past year was the Naval Academy Prep School, which walked—or rather ran—off with the Little Army-Navy Sports Trophy. This is the reward of the annual competition between NAPS and the Military Academy Prep School at Ft. Belvoir, Va. NAPS was the winner in football, la crosse, wrestling, cross-country and basketball titles. The school is now looking forward to defending its many titles throughout the remainder of this academic year.

A COUPLE OF THE MORE NOTABLE EVENTS in this series occurred in one day towards the end of the '72 sports year, when the Navy took both the football







# MARLINSPIKE

## OLYMPICS

### Promises to be an Annual Affair

**T**HE FIRST MARLINSPIKE OLYMPICS, held last year by Sixth Fleet ships of Task Group 60.2, was a resounding success. Because such an event promises to become a regular affair and can be organized at a local level wherever a group of ships are operating, the events of last year's tournament, which was inspired during the international Olympics year, are recorded for those interested in a repeat performance.

The commanding officer of *uss Seattle* tasked the ship's first lieutenant with the responsibility of creating a get-together that would not only be a fun affair but would also familiarize Task Group deck personnel with the replenishment equipment of a modern service force ship and give them an opportunity to improve their professional knowledge.

**S**HIPS COMPETING were *Seattle*, *John F. Kennedy*, *Little Rock*, *Robert A. Owens*, *Yarnell* and *Leary*. The competition was especially designed for men in the boatswain's mate rating. The ground rules were established and passed on to the prospective teams one week before the actual competition. The events chosen were those which would demonstrate individual skills rather than emphasize teamwork or group skills. Chosen were the Bolo Throw, the Heaving Line Throw, Knot Tying, Line Splicing, Monkey Fist Making, Lead Line Heaving, and Turk's Head Making. The objectives of each event were as follows:

- *Distance* (for the bolo throw and lead line heave),

## NAVY SPORTS

and cross-country trophies away from the Military Academy Prep School. Bruce Lambert of the NAPS cross-country team chopped away at the 3.5-mile Bainbridge course record by 36 seconds to cross the finish line first in 17 minutes, 48 seconds. Lambert earlier had set the old mark of 18:24 in a scrimmage against Del Castle High School. George Barton, who finished second, also broke the old record with this 18-minute time. NAPS competitors also finished fourth, fifth and seventh.

In the football game which followed the cross-country meet, NAPS overcame a 7-0 second quarter lead to win 14-7. The first Navy score came in the second

quarter after safety Dave Lococo blocked a punt on the five-yard line. NAPS stalled for three downs, but then quarterback Bob Holman completed a touchdown pass to flanker Don Ashby on fourth and 2, and the extra point was added to match Ft. Belvoir's earlier score.

Neither team scored in the third quarter, but in the final period NAPS mounted an 85-yard drive which climaxed in fullback Jim Surch's lunging score from the one-foot line. Another extra point made it 14-7, but the game was far from over. Ft. Belvoir quickly drove down field and was only a foot away from scoring on fourth down and with six seconds remaining. On the hike, the MAPS player carried the ball for a score, but the referee ruled that he did not have full possession of the ball, which was fumbled out of the end zone.

**N**AVY TEAMS don't just compete between themselves and other service teams, though. Sometimes they



*accuracy* (for the heaving line throw), and *speed* (for all the others).

In all events contestants were subject to disqualification if they could not answer correctly the verbal test or violated standard Navy safety precautions and procedures while competing. Each ship could have five contestants for each event.

Guinness' Book of World Records may not record the marks set as world records but they were respectable just the same. Seaman Edgar Croon's making of a turk's head in 15 seconds was the fastest ever seen by many of the "old salts" present. BMSN William Cook's knot-tying performance, tying the six difficult knots in 48 seconds, seemed lightning fast



and was enough for first place, but was disappointing to him because of his 30 and 39 seconds' warm-up times. BMSN Larry Dunbar's bolo throw of 250 feet was limited by the amount of line provided. If more line had been available Seaman Dunbar may have thrown the bolo an additional 20 or 30 feet.

**T**HE MARLINSPIKE OLYMPIC scoring was based on five points for 1st, three points for 2nd, one point for 3rd. The final standing showed *Seattle* the winner with 27 points, *Little Rock* next with 25 points, *Kennedy* 18 points, *Yarnell* one point and *Leary* one point. The most outstanding individual was BM1 Stephens of *John F. Kennedy*.

A filet mignon cookout was then held on the flight deck after the final event with the presentation of the awards by the Task Group 60.2 commander. Both spectators and participants observed the skills of the men they work with and everyone had a heck of a time. A second annual Marlinspike Olympics was scheduled again for this year but reports had not yet been received when ALL HANDS went to press.



take on the locals, such as the big sports happening in Holy Loch, Scotland, when some 80 Navymen and Marines competed for a week against local teams from various organizations.

In basketball—a native American sport—a game was held between the Navy and Jordonhill College of Glasgow, with the Navy the winner, 92-63. The Navy fared worse in the other events, however.

In the tug-of-war event, four teams entered—two from organizations in the local area, one from the submarine squadron, and the fourth from a small town in northern Scotland named Denny. Calling themselves the Denny Boys, the team is the reigning Highland champion and hasn't lost a tug-of-war match in seven years. The Navy team had already met the Denny Boys on two other occasions earlier in the year and lost, and this time was no exception to the rule. The sailors struggled and grunted and groaned, but they couldn't outpull the strong rugged Scots. Second place was the best Navy could do.

Conditioning proved to be the deciding factor in the track and field events. With only a month to train, the Americans held their own in the short races, but with the longer runs, there was really no contest. The Scot team was composed of local athletes except for Lachie Stewart, Britain's Olympic representative at Munich in the 5000-meter run. The final score was Greenock Select (All-Stars) 68, U. S. Navy/Marines 28.

**O**N THE OTHER SIDE OF THE WORLD, the Subic Bay Admirals have been proclaimed the Inter-Service Football champions in the Republic of the Philippines for the second consecutive year. The Admirals finished 6-0 in league play and 8-1 overall. Not only did Subic beat all of their league opponents, but they led the league in almost every statistical department—including number of yards penalized and fumbles lost.

Subic's only loss was a 14-0 decision at the hands of the Inter-Service League's All-Star team. The op-





# NAVY SPORTS

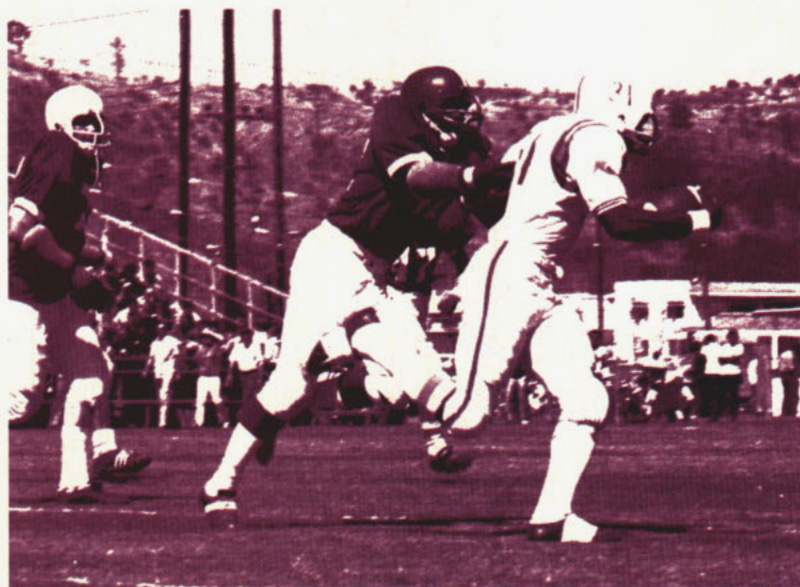


posing team was made up from members of teams from Clark Air Force Base, and it marked the first time in history that a Clark team had beaten the Admirals.

Football in the Philippines has spawned something of a new sport called pushball. Played by Philippine nationals using an inflated, six-foot high ball, the game is performed as a halftime show during the regular season football games. The game uses a regulation size football field, and each team consists of about 15 players. The oversized ball is placed on the 50-yard line and each team lines up on the 40s. When the referee blows the whistle, players rush the ball and try to push it across the opposition's goal line. One point is scored for crossing the goal line, and if the ball goes between the goal posts after crossing, two points are awarded.

This past year the winner of the Philippines National Pushball Championships was the team from Cubi Point Naval Air Station. It downed the Subic team 3-0 during the halftime of the last Subic Admirals' game of the year.

**A** GAIN BASKETBALL—the Boston area champ this year is the team from *uss Aeolus* (ARC 3). Finishing the regular season with a 12-1 record, *Aeolus* took on teams from *uss Lexington* (CVT 16) and the Boston Naval Station to capture the tournament crown. Ensign John J. Connolly, team captain, was named the tournament's most valuable player. *Aeolus'* team thus became the Boston Naval Base's representative in the First Naval District Tournament in Bruns-





wick, Maine.

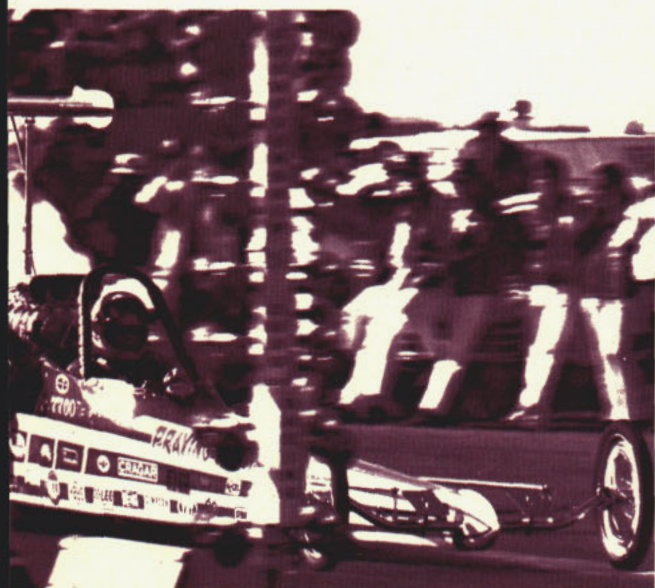
Sports doesn't always mean competitions, of course. Scuba diving is one in which a man or woman doesn't have to compete to win. They just derive a tremendous amount of pleasure from participating. That's being proven true by members of Mobile Construction Battalion 4 at Guantanamo Bay, Cuba.

The men there have been learning about the equipment to use in successful scuba diving, along with the different safety factors involved. For instance, the safety vest is one of the most important pieces of safe diving equipment; it can be immediately inflated by pulling a small cord attached to the vest. In case the diver runs out of air and is too far from the surface to reach it with the remaining air in his lungs, the vest will shotgun him to the surface in a hurry.

One of the greater rewards of scuba diving is the sight of the underwater surface in almost any area of the ocean. Around Guantanamo, there are a variety of coral formations and shells to be found. For example, the shells are usually of the conch species, along with multicolored shells that are buried in the sand or under protruding coral. One of the eminent dangers to watch for is the black sea urchins with sharp spines usually three to six inches long. The barbs are painful but not poisonous.

**O**N LAND, moving—going fast, feeling the air put pressure on one's face—has a thrill all its own. There's nothing like riding a bike on a long downhill run, or climbing a steep slope, or tooling a car around a high bank turn. It's this kind of thrill that has heightened the place of auto racing and even bike riding in the realm of Navy sports during the past year.

For example, take the scene last fall at the Orange County International Raceway at Irvine, Calif. Running in a two-day event billed as "Drag Racing's Salute to the U. S. Navy," Aircontrolman 2nd Class





# NAVY SPORTS

John Stewart shut out all the other entrants and came away with the first place title in a field of drag race enthusiasts representing fleet and shore commands. Cash awards were given to competitors in a variety of events including top fuel dragsters and funny cars.

Seven time trial and four competitive runs down the quarter-mile drag strip were made by AC2 Stewart in his 1971 Plymouth Roadrunner before he finally emerged as the best of the Navy's entrants in this drag race extravaganza, sponsored by the 11th Region of the Navy League. Running under the name of Stewart and Cook, from the Charlon-Simolon auto agency, Stewart's stock car entry was clocked at 13.83 seconds for the quarter-mile run, and hit a top speed of 97.07 miles an hour.

AC2 Stewart nearly missed being able to enter the competition at Irving when the racing motor for his Plymouth Roadrunner blew up two weeks earlier. By the middle of the week before the race, however, he was able to get another engine, which he installed and had running only a day before it was put to the test against other Navy drag race entries.

**D**RAG RACING EVENTS have been used in other ways by the Navy, especially by Navy recruiters. Early this year Navy recruiters throughout Arizona participated in putting the "Now Navy" image before a total of nearly 40,000 persons at the American Hot Rod Association's Winter Nationals '73 drag race at the Beeline Dragway near Phoenix. The four-day race drew some 800 entries and a series of public appearances by recruiters at the event.

The National Hot Rod Association World Finals in Amarillo, Tex., was another area for the Navy to shine

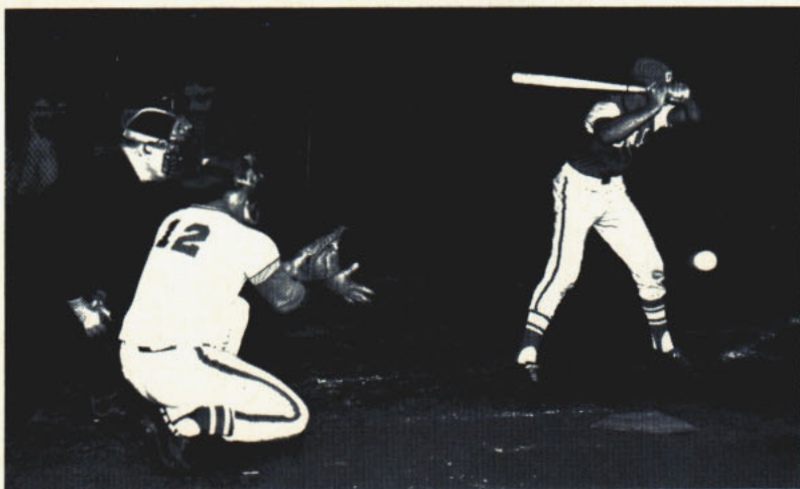
last fall. The Navy information team was on hand to sponsor tours of the racing pits and to answer questions about both drag racing and, of course, the Navy. The Navy even exhibited its recruiting van, a one-time "plain jane" vehicle, restored to active duty as an attractive display for the purpose of getting the attention of young people interested in the Navy.

At the local command level, motor vehicles are becoming an increasingly large concern of the special service officers. For instance, the Navy cycle club at Davisville and Quonset Point, R. I., has established a mini-bike program for all military dependents 11-15 years old. Using mini-bikes donated by the American Honda Motor Co. as part of the National Youth Project Using Mini-bikes, the program's administrators have been holding classes and demonstrations which emphasize safety and training in the handling of mini-bikes. There is also instruction in maintenance and precision riding techniques.

**W**E COULDN'T LET THIS GO on without mentioning something about recreational sailing, not that ALL HANDS hasn't already said a lot about it so far (see "Whaleboat Racing" in the May 72 edition; "Sailing" in June 72; "Not So Gently Down the Stream" in Aug 72; "Sailing's Great! But Don't Ooch," Nov 72; and "All-Navy Sailing Title," Jan 73).

The All-Navy sailing champs this year were three men, Seaman Kenneth R. Van Wagnen, Chief Sonar Technician James C. Stechell and Senior Chief Equipment Operator Harry A. Warjonen, all of whom represented the Newport area at the championships in Great Lakes, Ill. Besting the efforts of nine other crews, the Newport team consistently scored well during the 10 competition races held during a three-day period.

The championships began with only two- to four-knot winds, but by the time the series concluded, the winds had picked up and small craft warnings were being hoisted. The three-man crews—all of which had to consist of at least one enlisted man—sailed their 18-foot interlakers with main, jib, and spinnaker sails.





The different boats changed hands among the crews after each of the 10 races.

**N**AVY SPORTS took on a different look in at least two places this year. Aboard USS *J. F. Kennedy* (CVA 67), a new universal gym set, costing around \$2600, was acquired. The set offers a complete line of professional exercise and muscle-building equipment for shipboard use, and it can be used by as many as 14 people at the same time.

The set has a leg press that can easily be adjusted from 50 to 820 pounds, and some of the other features include curling devices, standing and bench presses, a dip bar, biceps and chinning bars, a rowing machine, an abdominal board, and a neck and wrist conditioner. Those little devices will offer men on board *Kennedy* an opportunity to while away those long hours at sea with a little constructive activity.

At Bainbridge, Md., a vacancy occurred and a new gymnasium resulted. Recruit Training Command for Women—affectionately known as “Wave boot camp” to all the enlisted women in the Navy—moved from Bainbridge to Orlando, Fla., last summer. As a consequence, Drill Hall 101 was selected as the center’s new recreational facility.

The new facility boasts of two basketball-badminton courts, two basketball-volleyball courts and new women’s and men’s dressing rooms complete with saunas and handball courts. A ceramics and hobby shop have also been moved into the building. Another building has been converted to a winter boat shop and storage area for the marina.

**S**PORTS IS NO LONGER just an incidental happening with Navy men and women. The number of activities Navy personnel can participate in is larger than ever before. So, if you missed celebrating the First of January—or if all you got from the celebration was a headache—you have another chance this spring to say “Happy New Year!”

Step outside and see what it’s like.

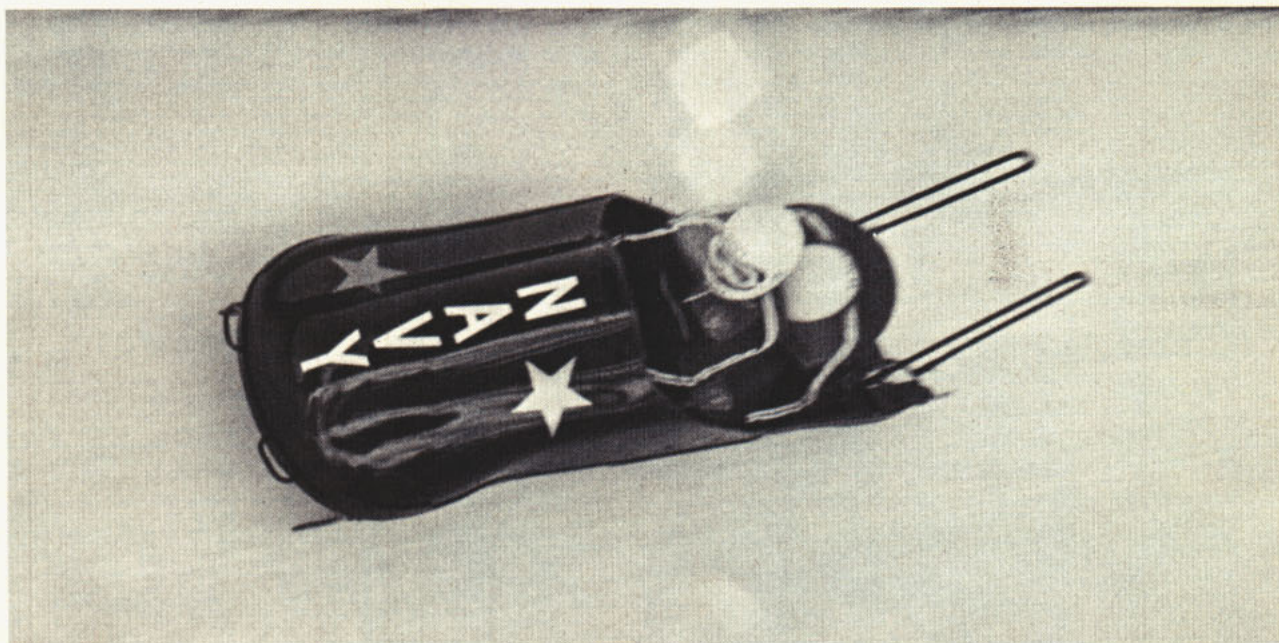
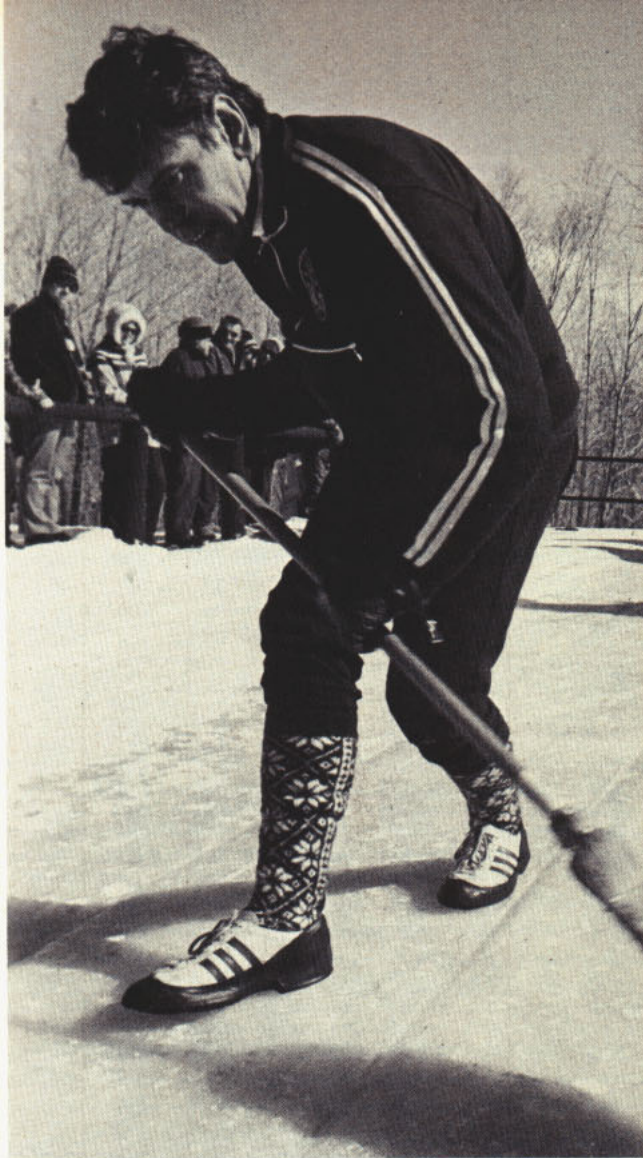
—JO2 Jim Stovall



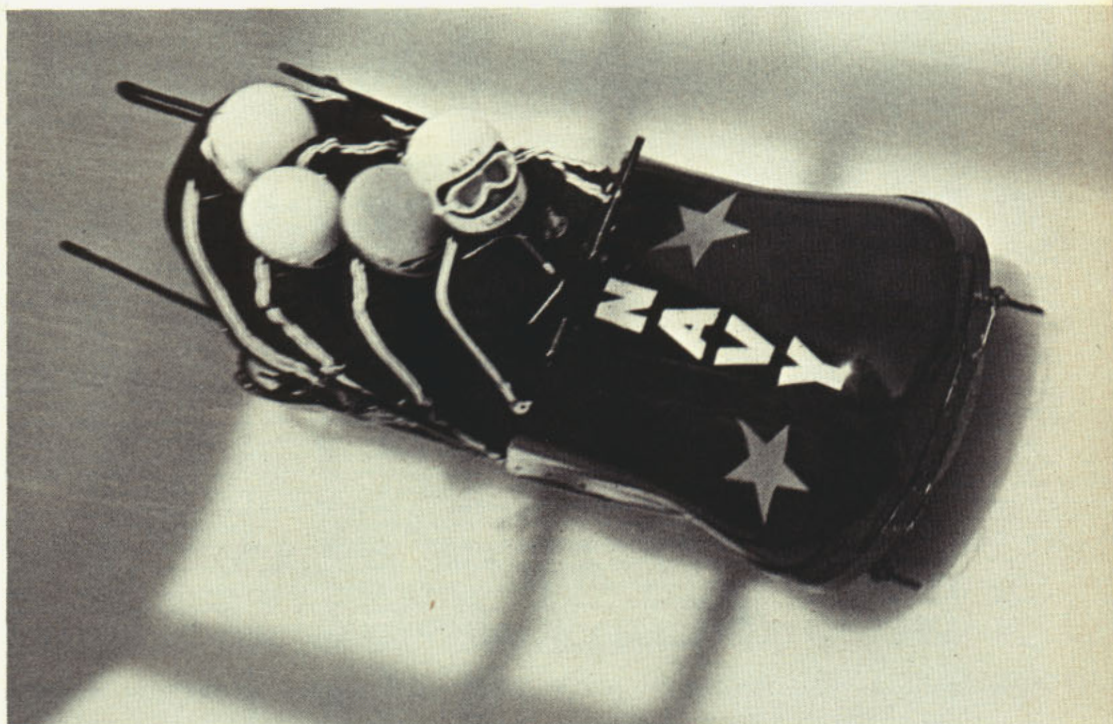


SNOW FOOLIN'

# RACE AGAINST TIME







**E**VER GO SWISHING DOWN a 16-curve mile, bobsled track at speeds up to 90 miles an hour and complete a four-heat run in four minutes, 39.28 seconds? That's what the U. S. Navy's two-man bobsled team did this past winter to win first place in the 1973 North American Championships held at Lake Placid, N. Y.

Lieutenant Commander Paul E. Lamey, driver-team captain; and Aviation Machinist's Mate 1st Class Robert W. Huscher, brakeman, made up the team which averaged almost 60 miles per hour down Mount Van Hovenburg, to capture a coveted gold medal for a sixth consecutive year.

The following day in February, the four-man bobsled team finished third, with a respectable time of 4:27.9, winning a bronze medal. In addition to LCDR Lamey and ADRI Huscher, this team was made up of Torpedoman's Mate 2nd Class William L. Coulson and Hull Maintenance Technician 2nd Class Dennis G. Sprenkle.

**T**HESE TWO VICTORIES for the Navy bobsledders were a real boost, following, a rather slow start. Until the Lake Placid championships, the Navymen had only

two wins to their credit for the season—third place in the two-man OEO Interclub Race, and first place in the four-man AAU Interclub Race, both held the previous month. Setting a new record, these most recent victories may qualify the four Navy bobsledders to represent the United States in the 1974 World Championships at St. Moritz, Switzerland.

Five men compose the Navy bobsled team, headed by the 33-year-old Lamey. In addition to ADRI Huscher, TM2 Coulson, and HT2 Sprenkle, the team also carries Radioman 3rd Class William E. Renton on the roster. Of these, only Huscher has been with the Navy team since it was organized in 1963.

In any competitive sport involving more than one man, winning requires teamwork and the bobsledders are no exception to this rule. They race the clock and must make all the skill and precision they possess count. With arms held in tight to the body and heads kept down low to break wind resistance, these "men on runners" whip down the curved track at exhilarating speeds, meeting the challenge of a race against time.

—JOI Ken Tertorff



# SAFETY





# COURSE

## FOR MOTORCYCLISTS

**C**YCLING—in the public's mind—once was confined to those guys with the “Hell’s Angels” look—the long, slick hair, greasy mustache or beard, and black leather jacket. But cycling has become a legitimate sport in the minds of many, and more and more people are participating.

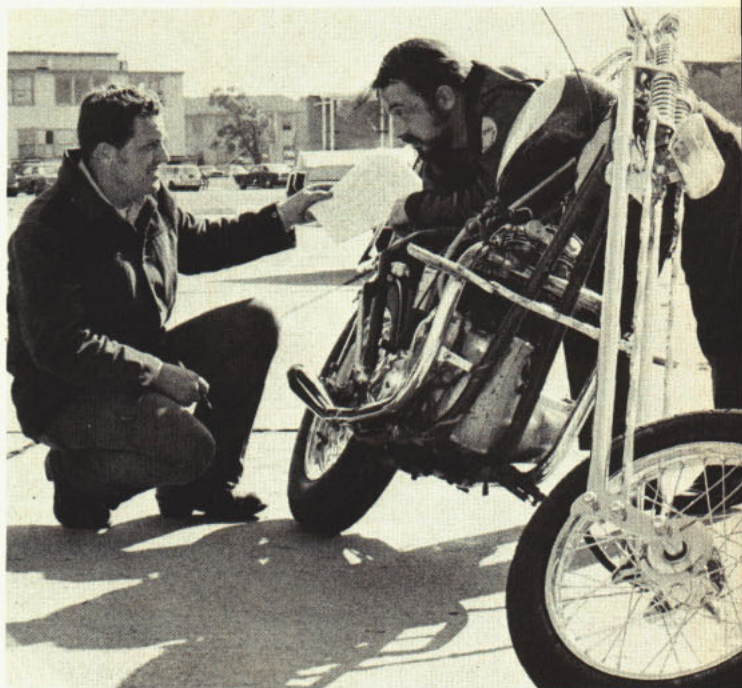
And that’s why the security department at NAS North Island, Calif., has begun a motorcycle safety course. It’s turned out to be a popular course.

Organized in early January by Senior Chief Engineer Tom Gravelle, the course is designed to provide classroom as well as practical instruction in safe operation of motorcycles. The course originated as a result of several directives which expressed a concern for the increase of motorcycle accidents involving Navy people. The program is scheduled to run indefinitely.

The seven-hour course begins with four hours of classroom instruction which includes discussion of California state laws and base regulations dealing with motorcycles. Classroom instruction includes movies which give important information on various aspects of motorcycle operation such as freeway and city driving, and maintenance of the machine.

After a lunch break, comes practical instruction in which the participants run their motorcycles through special courses that require deft handling and balance

Left: Safety course participants line up to await their turn on the pylon course. Below: Cyclists drive their cycles at the slowest possible speed without stalling or losing their balance. Right: The instructors use a safety checklist to ensure the cycle meets all requirements set down in the course.



to get through the tight turns of the pylons. Panic stops in which the rider performs a sudden stop with just the rear brake and then with both brakes are part of this segment. These stops are done at 15 and 25 m.p.h. in order to give the driver the feel of handling his cycle in an emergency.

**A**S THE RIDER SOON DISCOVERS, a sudden stop from 25 m.p.h. with only the rear wheel locked results in a very unstable slide. With a little practice, it can be easily controlled.

The last event of the afternoon is a real motorcycle race, only this one is called a slow race. The motorcycles line up at the beginning of the 100-yard track, but at the word “go” no engines scream. Instead clutches are released slowly while the engines remain at almost an idle. The last one to cross the finish line—without touching the ground with his feet—is the winner.

—Story by SN Tom Johnson,  
Photos by PO1 C. J. Markowski





## ● NAVY'S OVERSEAS HOMEPORTING CONCEPT

The Navy's overseas homeporting concept is vitally important in two overriding areas of concern: the ability of the Navy to meet national commitments with reduced force levels and the reduction of family separation time. (Note: for a descriptive article on Navy overseas homeports, see page 2 of this issue.) With regard to reduced force levels, the high tempo of operations for the past 10 years, the advanced age of many of our ships and a reduced building program have seen many ships retired from service without a one-for-one replacement.

With the end of the draft and adoption of the All Volunteer Force, the Navy is faced with a greater challenge than ever before to retain high-quality people on board while recruiting others to take up Navy careers. Several alternatives to meet these two challenges exist. The Navy could:

- Continue present rotational type deployments. This would only prolong and aggravate an already unsatisfactory situation. Overlong overseas deployments, creating long family separations, have been cited as a critical factor in poor retention and recruitment figures.

- Reduced commitments. Not really a viable alternative in view of the Nixon Doctrine which calls for this country to keep all its treaty commitments.

- Multiple manning of ships with more than one crew. Although successful in the Polaris Program with long on-station time and small crews, this would be an extremely costly program to meet surface operational needs.

- Overseas Homeporting. This alternative provides several answers to the basic problems. By deploying a ship, its personnel and their dependents to a location where ships have rotationally deployed before, the following positive results accrue:

1. Ship-based personnel have more homeport time to spend with their families.

2. The long, unproductive ocean transits for deploying units are eliminated.

3. Fewer ships are required to meet the level of commitments required by national policy.

4. CONUS-based ships also gain more homeport time because they no longer must deploy as often as before.

In overseas homeporting areas already established sufficient data has not yet been collected to prove higher reenlistment rates; however, early indicators show a rising trend on retention. It is hoped that this trend will continue as more overseas home ports are established.

In summary, the overseas homeporting program provides increased time for personnel to spend with their families, reduces the number of required ship deployments, increases homeport time for CONUS-based ships, increases retention among both officer and enlisted, first term and career, and permits the Navy to meet all its international commitments with fewer ships and at a lower overall price tag when cost is considered in the context of all program benefits. Overseas homeporting, then, offers the Navyman, married or single, the unique opportunity to share in the culture of another land,



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enjoy his family in that surrounding, and at the same time, contribute his particular skills to getting the job done where it needs to be done.

- YEAR-END FIGURES ON SIZE OF ACTIVE DUTY ARMED FORCES

The Navy's personnel strength was reduced last year by almost 18,500 men and women, according to Department of Defense figures. There were 600,447 Regular Navy and Reserve personnel on continuous active duty, including midshipmen at the Naval Academy on 31 Dec 71. That figure was down to 581,874 by 31 Dec 72. At that same time there were approximately 2.3 million persons serving on active duty in all the services, a drop of more than 172,000 from the end of 1971.

- SEVERAL RATINGS ADDED TO VRB ELIGIBILITY LIST

Fifteen new ratings will be added to the Variable Reenlistment Bonus (VRB) eligibility list as of 1 Jul 73. They -- along with their multiples -- include: Engineering Aid (EA), 4; Builder (BU), Construction Electrician (CE), Journalist (JO), and Utilitiesman (UT), 3; Illustrator Draftsman (DM), Molder (ML), Steelworker (SW), 2; Aviation Boatswain's Mate (Fuels) (ABF), Aviation Machinist's Mate (Jet Engine Mechanic) (ADJ), Boatswain's Mate (BM), Dental Technician (DT), Legalman (LN), Personnelman (PN), and Yeoman (YN), 1.

In other changes to the VRB list, Aerographer's Mate (AG) has been upgraded to a multiple of 3; Electrician's Mate (EM), Engineman (EN), and Fire Control Technician (Gun Fire Control) (FTG) downgraded to 3 (nuclear propulsion plant operator NECs within EM and EN ratings will remain at 4); Aviation Support Equipment Technician (AS), Aviation Antisubmarine Warfare Technician (AX), Communications Technician "A" Branch (CTA) and Tradevman (TD) downgraded to 2; and Gunner's Mate (Missiles) (GMM), and Hospital Corpsmen (HM), downgraded to 1.

The following ratings will be deleted from the VRB eligibility list: Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Structural Mechanic (Structures) (AMS), Communications Technician "R" Branch (CTR), and Missile Technician (MT).

- NAVY PRINT, BROADCAST MEDIA AWARD WINNERS ANNOUNCED

Three Navy commands have been named winners in the 1973 Thomas Jefferson Awards contest for excellence in service print and broadcast media productions. Each took first place in one of the 10 categories judged in the annual competition. The winners are "Cruiser-Destroyerman," the magazine for the Cruiser-Destroyer Force, Atlantic; "A Proud Tradition," a special radio program produced by Headquarters Support Activity, Taipei, Taiwan; and "The Coral Scene," the 1972 WestPac cruise book of USS Coral Sea (CVA 43).

- SAILORS OF THE YEAR SELECTION IN PROGRESS

Three enlisted members of the Navy, E-4 through E-6, will soon be selected as the Navy's Sailors of the Year. The awards will be given to representatives of three areas: the Atlantic Fleet, the Pacific Fleet, and shore duty sailors worldwide. These sailors will receive meritorious promotion



to the next higher pay grade (providing minimum time in rate and length of service requirements are fulfilled), a trip with their dependents to Washington for ceremonies with the Chief of Naval Operations, and five days of rest and relaxation at a CONUS location. The Shore Establishment Sailor of the Year may choose a year's duty as assistant to either the Master Chief Petty Officer of the Navy or the Master Chief Petty Officer of the Naval Training Command. Atlantic and Pacific Fleet selectees may have an optional choice of duty as Assistant to the respective Master Chief Petty Officer of the Fleet.

- ADVANCED PHOTO TRAINING COURSE OFFERED

A 10-week course in "Quality Control of the Photographic Product" at the Rochester Institute of Technology will be offered this June to certain qualified photographer's mates. To qualify, a photographer must be a chief with less than 15 years of service, a PH1 with no more than 12 years, or a PH2 or PH3 who is career-designated and has less than 10 years of service. Other requirements include graduation from PH"B" school, 24 months of obligated service, GCT/ARI score of 110, a high school diploma or equivalent, and a command recommendation. Graduates of the course will be assigned NEC 8126 (Photographic Quality Controlman).

- CHANGES MADE IN NEC IDENTIFICATION CODES

A more practical method of initial coding of non-identified strikers has been established. The Navy has announced that rating entry Navy Enlisted Classification (NEC) codes will be disestablished as of 1 Jul 73 and replaced with the Occupational Area - Defense Group (OA-DG) NEC codes. These new codes are described in the Manual of Navy Enlisted Classifications, NavPers 15105-X. The new NECs categorize ratings into occupational groups and will identify personnel in support of ratings with more flexibility. The OA-DG NEC codes will appear as primary NECs for nonidentified strikers, and their removal will occur only when persons are identified as strikers or advanced to E-4.

- NMCB-1 RECEIVES 1972 PELTIER AWARD

Naval Mobile Construction Battalion One, homeported at the Seabee Center in Davisville, R. I., has been selected to receive the 1972 Peltier Award. The award is given annually in the form of a plaque to a naval mobile construction battalion for its sustained superior professional proficiency. NMCB-1 was selected from among 10 battalions in both the Atlantic and Pacific Fleets.

- CERTAIN MEDICAL AND HEALTH CARE NOT APPROVED BY CHAMPUS

Acupuncture, infra-code and colonic irrigations are medical techniques which will not be paid for by CHAMPUS reimbursements, according to current CHAMPUS regulations. Not enough research into these methods has been conducted yet to determine their worth and full effects. Beneficiaries of CHAMPUS are urged to consult with their Health Benefit Counselors before seeking health care. For more information, see the "Rights and Benefits" issue of ALL HANDS.



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- 'NATURAL CHILDBIRTH' METHOD NOW USED IN SOME FACILITIES

Because the "natural childbirth" method of delivery is now being used upon request at some military medical facilities, Nonavailability Statements (DD Form 1251) will no longer be routinely issued to expectant mothers wishing to use civilian facilities for this method. CHAMPUS officials say that a decision to issue a Nonavailability Statement will be based on the actual nonavailability of the natural childbirth method in the uniformed service facility issuing the statement.

Also CHAMPUS officials say that only dependents of active duty personnel living with their sponsor within 30 miles of a uniformed services hospital must obtain a Nonavailability Statement before receiving inpatient care under CHAMPUS.

- TENTATIVE FROCKING PROGRAM FOR CPO SELECTEES

A pilot frocking program has been established for 1st class petty officers selected for advancement to CPO as a result of the August 1972 advancement examination, but whose advancements have been delayed by the Navy's recent cost avoidance actions. Frocking means authorization to wear the uniform and use most of the privileges of the higher paygrade without increased pay and allowances.

- "AN ISLAND NATION," CNO SITREP #7, NOW BEING DISTRIBUTED

A new sitrep film from the Chief of Naval Operations entitled "An Island Nation" is now being distributed throughout the Fleet. The film summarizes the growing challenges to American seapower and discusses the principal elements of the Navy's mission--strategic deterrence, sea control, projection of power and overseas presence. The 21-minute film also looks into some of the Navy's future roles. Commanding officers have been asked to give the film wide showing among both military and civilian personnel. Activities experiencing difficulty in obtaining prints should contact their district or Fleet public affairs office.

- FORM OF ADDRESS FOR PETTY OFFICERS AND CPOs CHANGED

A simple change in the form of addressing petty officers has been put into effect, in order to give appropriate recognition of their positions of leadership. Instead of the old form of addressing them by their last names only, now they should be addressed (in informal oral communications) by both their rating category and name, for example, "Petty Officer Brown." This applies to persons in the E-4 to E-6 paygrades.

E-7s will continue to be addressed as "Chief." A master or senior chief petty officer should now be called exactly what he is: "Master Chief Jones" or "Senior Chief Smith." Like the change with the petty officers, this new form of address should become a traditional part of informal Navy address. The practice of addressing those in paygrades E-3 and below (seaman, fireman, etc.) by their last names only in informal communications will also continue. This change was put into effect by BuPers Notice 1000 of 2 Apr 1973.



## from the desk of the **Master Chief Petty Officer** of the Navy

### "Better Than Ever"



MCPON JOHN D. WHITTET

educational opportunity, etc.

The Navy always has been and always will be a sea going outfit. Navymen will continue to go down to the sea in ships. Nevertheless, in recent years, the policies governing our ships at sea and the assignment of Navymen to them have changed dramatically. Sea and shore rotation patterns are improving steadily. Most ratings have already established a maximum three year sea tour; and as manning and training continue to improve, our goal is eventually, all ratings will be able to operate on a three year sea/shore rotation plan. To help overcome long periods of family separation, we have homeported 47 ships, to date, in various overseas ports, including Greece, Italy, the Philippines, Japan, Scotland, Spain, Bahrain, Guam and Hawaii. Families of eligible crewmen are able to accompany them to overseas locations, significantly reducing the hardship of family separation and adding a measure of zest and excitement for the whole family. The plan also reduces the deployment load on our CONUS based ships, thus providing for even fewer and shorter periods of family separation.

Other actions taken in recent years include in port six-section shipboard watches for many ratings. Upon returning from extended deployment, many of our ships are going "cold iron." This allows more leave and liberty for all ratings. Ships returning from long deployments have been able,

**A**SK A SAILOR what he doesn't like about the Navy. Chances are, his remarks will be centered around long tours at sea with accompanying family separation and perhaps a number of different things that relate to job satisfaction: assignment, classification, habitability,

for the most part, to enjoy a 30 day stand-down from operations and upkeep. Moreover, some crew members, about 10%, are now allowed to take annual leave or an early return to CONUS, thereby enabling them to report aboard their ship when it arrives and relieve their shipmates.

**A**NOTHER RECENT DEVELOPMENT is the establishment of Fleet Maintenance Assistance Groups. FMAG's, as they are called, are a shore based contingent of ratings in major homeports like Norfolk, Charleston, Mayport, Long Beach and San Diego, whose mission is to carry out maintenance and assist the crews of returning ships. Some 1360 billets have been assigned to FMAG's and an additional 5500 billets are slated for assignment during fiscal year 1974, which begins this coming July. FMAG's are especially significant because they are improving the material readiness of our ships and providing thousands of meaningful shore duty billets for deprived ratings.

Obviously, there are other causes for dissatisfaction within our Navy besides "too much" sea duty.

To achieve greater efficiency and objectivity in classification assignments, a computer system named COMPASS (computer assignment) is utilized for the assignment of recruits. Based on information and recommendations provided by the three training centers, the program makes the final decision to select a recruit for class "A" school training or assignment to general detail for on the job training. This program assures each recruit of an impartial selection based on recruiting guarantees, individual preferences and qualifications, while also considering the needs of the Navy such as class size limitations and economical assignments.

Another example of greater efficiency and objectivity is the much talked about centralized detailing program which greatly simplifies the billet assignment process and makes "the system" more responsive to your wants and needs. These achievements do not mean that you always get what you want but they do mean that the Navy is trying harder to place you in the rating and duty location of your choice.

**I**N RECENT YEARS, the Navy has received a larger proportion of family housing money. Millions of dollars are being spent to build new spaces and modernize existing units. Since 1968, the Navy has either built or is planning to build 16,202 new family housing units at 41 different activities. Adjust this figure for the number of substandard units taken out of inventory and units turned over to other services, and the result is still a net gain of 8,000 new adequate housing units Navywide. Shipboard habitability is also improving as new



ships are constructed and the habitability of older vessels is upgraded by contract or through self-help projects.

Progress made in the area of Bachelor Enlisted Quarters is similarly impressive. In 1971, for example, the Navy had a deficiency of some 93,000 adequate Bachelor Enlisted Quarters (BEQ) spaces. Monies appropriated by the Congress for fiscal years 71, 72, 73, and the Navy planned program for fiscal year 1974 will reduce this deficit by about 50%. Congress appropriated a total of \$133 million for new construction of BEQ/BOQ spaces in the fiscal years 1972 and 1973. To improve management and living conditions in Navy Bachelor Enlisted Quarters, the Chief of Naval Operations has approved the recommendations of a detailed and extensive three-month BEQ management improvement study which will provide better management of quarters and increased employment potential for senior petty officers who attend and receive specialized training in BEQ management at a school scheduled to be established at Memphis, Tenn., about 30 July, 1973.

**T**O PROVIDE for additional educational opportunity, the ADCOP program has been expanded. This year alone, some 2600 Navymen and Navywomen, out of 3400 applicants, were selected to work for an associate degree at the Navy's expense. NESEP offers the opportunity for a degree and a commission; while a pilot BA program takes the top ADCOP performers and offers them a chance to continue their education. The BOOST program is now open to all qualified sailors and the Navy is even allowing members to compete for scholarships and seek fellowships or grants for scientific, literary or educational purposes. All of these programs are in addition to the traditional opportunities of becoming a Midshipman at the Naval Academy or attending OCS.

In response to other complaints, the Navy has established a meritorious advancement system, new grooming standards, new uniforms, an ombudsman program and many, many more. The impact of a tight budget has hit hard in some of these areas; but I am confident that the impact is only temporary. The promotion cycle will be restarted no later than June and we are looking forward to some relief in the PCS (permanent change of station) account.

As I am writing, CNO Sitrep #8 is being filmed and will be released sometime this summer. It will provide you with a comprehensive, in depth study of the Navy's interest in the retention problem. While the Navy is not for everyone, I think you'll agree with me that the Navy is working harder than ever to make Navy life better than ever!

## A QUARTERMASTER IN THE DRIVER'S SEAT

**J**OSEPH R. LYON is a 1st class quartermaster with a first class license that puts him in the driver's seat of a giant aircraft carrier.

He's a conning officer, a title designating him as qualified to order the maneuvering of the 1081-foot carrier *uss Kitty Hawk* (CVA 63) during rendezvous, approaches, and underway replenishments with other ships, even while cruising in the Pacific.

At the time Lyon received his letter of qualification earlier this year, he was believed to be the only enlisted Navyman to have qualified aboard a carrier. Several noncommissioned petty officers have since worked toward achieving similar status in light of Z-Gram 72 in which the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., encourages use of enlisted personnel in areas of greater responsibility.

Petty Officer Lyon's becoming a qualified conning officer began when he and some of his shipmates were talking one day about the problems involved in conning the 76,000-ton ship.

"I told them I thought I could do it," he remembers. "I didn't really believe it myself then, but by that time I was sort of committed, so I began studying and got more serious about it. I'm glad I did."

The importance of qualifying in underway conning is reflected in the Navy's practice that no officer may assume command of a ship without having first benefited from the experience of shiphandling.

**A**N APPROACH for an underway replenishment, for example, means taking over the bridge of the ship and ordering all the maneuvers necessary to bring the vessel alongside another ship, as close as 30 yards at a speed of about 12 knots. And once alongside, the position must be held, sometimes for hours.

As a quartermaster, Lyon had stood frequent helmsman watches in his 12 years in the Navy and was already familiar with bridge procedure during maneuvers when he began studying to qualify. Furthermore, his job entails care of charts and navigation equipment.

Nevertheless, the 29-year-old Navyman, who makes his home with his wife, Beatrice, in Ramona, Calif., is quick to point out that he wouldn't be qualified to conn ships of other classes. Although the basics are the same, the handling characteristics change with each ship. Be that as it may, Lyon believes he could qualify on ships of other types besides *Kitty Hawk* after some familiarization.

*Kitty Hawk* has other people qualifying now to conn the ship during underway periods. Among them are a medical officer, an aerologist and a legal officer.



# Questions You've Asked About the DOD Retirement Proposal

**N**OW UNDERWAY is a communications program to familiarize naval personnel through briefings and discussions with the full details of the new Department of Defense Retirement proposal. During the preliminary briefings, a number of questions have been raised and many of these are of interest and application to large segments of naval personnel.

The answers have been researched from information available at this time and are provided here for your reference. It is important to remember, however, that the new DOD Retirement proposal is just that—a proposal—and as such is still subject to change during the anticipated lengthy legislative process. This question and answer roundup should enable you to gain more quickly an understanding of the measures of the proposal as they relate to you.

But first, before you start checking these questions and answers, it would be a good idea to refresh your memory on the features of the DOD Retirement proposal as reported in the February 1973 issue of *ALL HANDS*, pages 34 through 37.

## **Early Separation Aspects**

**Q.** Does the officer or enlisted man who separates voluntarily or involuntarily short of 20 years of service have any obligation to the government during the intervening years before he begins to draw his deferred annuity at age 60?

**A.** Such an individual has no obligation to the government by virtue of the pending deferred annuity.

**Q.** Concerning both voluntary and involuntary separation with less than 20 years of service, will personnel in either category be permitted to affiliate with an inactive Reserve unit upon separation? Assuming they do affiliate, what effect will this have upon their separation payments?

**A.** In answer to your first question, personnel in both categories will be permitted to affiliate with an inactive Reserve unit upon separation provided, in the case of enlisted personnel, they have been honorably discharged and are eligible for reenlistment. By policy, officers involuntarily separated for failure of selection twice are permitted to affiliate, but generally are not assigned in a drill-pay status.

As to your second question, assuming the man separated from active service qualifies for retirement pay in the Reserve, provisions of the legislative proposal indicate any lump-sum equity pay received would be required to be repaid out of the subsequently earned retired pay. (Lump-sum readjustment pay is not recouped.) If a deferred retirement pay at age 60 had been elected at time of separation, the retirement pay earned in the Reserve would be paid instead of the deferred retirement pay.

**Q.** Does the retirement legislative package contain the legislative authority to separate members, voluntarily or involuntarily, short of 20 years of service, or does it merely provide for the compensation of those who are separated under other authority?

**A.** It merely provides for the compensation of those who are separated under other authority. (Additional legislation will be required for involuntary separations of Regular officers.)

**Q.** How does BuPers intend to implement involuntary separations? That is, will any "grandfather" clause protect those with, say, over 18 or over 12 years of service at time of implementation by allowing them to continue until they reach retirement eligibility? In the case of enlisted involuntary separations, will they occur at EAOS or at the convenience of the government?

**A.** In the case of enlisted involuntary separations, a grandfather clause will be incorporated to protect men once they have attained a given length of service.



The specific year at which this will occur has not been determined. In general, those men with more than 18 years will undoubtedly be protected. Whether or not 12 years would be an appropriate point is much more difficult. When overages have been experienced in the past, due to declining requirements, and advancement stagnation has occurred as a result, the impact has been most severe at the E-6 and E-7 levels and in the year groups over 10. Pending completion of the cost/benefit analyses now being proposed in BuPers, the selection of a specific cutoff year has not yet been decided. Involuntary separations are planned to occur at EAOS for the most part.

In the case of *officer* involuntary separations, a grandfather clause is planned to protect those officers that have attained 18 years of service.

**Q.** *What constitutes an "involuntary separatee?" Do persons separated for reasons of unsuitability due to drug abuse, alcoholism, etc., become entitled to equity payments, the readjustment pay or both of these pays?*

**A.** The Service Secretary has discretionary authority to withhold equity or readjustment payments. It is not intended for them to be made to persons separated for cause.

**Q.** *Will the new retirement legislation contain any retroactivity feature to cover, for example, those who are separated from service (voluntarily or involuntarily) just prior to enactment and thereby lose out on readjustment/equity payments?*

**A.** No. Members separated or retired prior to enactment of the proposed legislation will be governed entirely by current laws and regulations.

**Q.** *With voluntary separations provided for under the proposed revision, is it expected that many of those people who have received VRB and/or Nuclear Continuation Pay will take the deferred annuity and the benefits that go with it, and leave the service?*

**A.** Men who have received VRB and/or Nuclear Continuation Pay assume an additional service obligation upon receipt. This additional obligation in a sense "repays" the Navy for the bonus expenditure. During the period of obligated service, men will not be permitted to leave the service in order to take the deferred annuity except in special cases as currently provided in regulations, in which case normal recoupment policies would be in effect. After the period of obligated service has expired, for which a bonus was paid, the men would be allowed to exercise the same options as those who were not paid bonuses.

**Q.** *Is there any stated maximum amount payable as the sum of readjustment and cash equity payments to the man who is involuntarily separated and who elects the cash settlement?*

**A.** An officer on active duty at the time the new retirement proposal is enacted, who is subsequently involuntarily separated, may select readjustment pay (maximum \$15,000) under the old system, provided

he qualifies, or he may elect payment under the new system, which has no maximum.

**Q.** *Is the one-year averaging concept applicable to the computation of readjustment pay in the case of an involuntary separation?*

**A.** No. A member so separated is entitled to a readjustment payment equal to a sum under the following proposed formula: five per cent of the product of 12 times the monthly basic pay to which he was entitled at the time of his discharge/release from active duty, times his years of service (for this determination six months or more counts as a whole year; less than six months is disregarded). Furthermore these same provisions apply to the lump-sum equity payment, if an involuntarily separated member takes the lump-sum rather than the deferred annuity.

**Q.** *Can the lump-sum election by the person involuntarily separated be deferred?*

**A.** Yes. He may exercise this option any time before he becomes 60 years of age. The amount of the lump-sum payment shall be increased by the percentage of increase in the consumer price index (CPI) during the interim. Whenever the lump-sum election is made, it is irrevocable.

**Q.** *Is voluntary separation between 10-19 years of service at the discretion of the Service Secretary or guaranteed by law?*

**A.** Separation is at discretion of Service Secretary for both officer and enlisted.

#### **Retirement Aspects**

**Q.** *With respect to enlisted personnel, how is constructive time accounted for under the new proposal? That is, is it included in determining retirement eligibility, or in determining the size of the multiplier, or both?*

**A.** The proposed legislation does not disturb in any way the determination of service creditable for retirement or computation of retired pay. Thus, constructive time will continue to apply to these determinations.

**Q.** *What about constructive time for Medical Corps, Dental Corps and JAGC? How is this to be handled?*

**A.** No change in the manner in which constructive service is handled is contemplated.

**Q.** *Will enlisted members holding orders to the Fleet Reserve at the time the new law is passed, but who have not actually transferred to the Fleet Reserve at that time, retire under the new law and thus be affected by its provisions?*

**A.** They will retire under the new law but with essentially no impact due to their nearness to 20 years of service and the saved pay provision. Members already transferred to the Fleet Reserve at the time the law is passed are not affected at all.



**Q.** What will be the effect under the proposed new system of the six months or more now counting as a full year for retirement purposes?

**A.** Provisions in the law relating to the computation of time for pay or retirement purposes are not affected by the proposed legislation.

**Q.** Does the new legislation have any clause clarifying whether a spouse will have a vested interest in retirement pay? For example, in a community property state, will a divorced spouse (presuming the serviceman had been married for five of 20 Navy years) have a vested interest of  $\frac{1}{2}$  of  $\frac{1}{4}$  of his retirement?

**A.** Generally speaking, a member's spouse has no vested interest in the member's retirement pay, except as provided for under the Survivor Benefits Plan (SBP); the primary purpose of the SBP is to make such a vested interest in behalf of his dependent available to the member. The new legislation does not alter the general situation for most members of the DOD. There may be specific situations, however, where an individual may be ordered by court decree to award a portion of his retirement pay to a divorced spouse.

**Q.** Does any provision of the proposed legislation affect the administration of TARs? For example, will TARs be allowed to "go for 30," or be integrated into the Regular force?

**A.** The administration of TARs is currently handled by policy and is not codified in law. The legislative proposal does not address the subject of Reserve officers on active duty beyond 20 years' service. Assuming the TAR program will continue to be required, there appears to be no reason to change current policy concerning continuation beyond 20 years due to the provisions contained in the legislative proposal. In addition, current planning for active force management contains provisions for TAR designated Reserve officers in the force mix beyond 12 years of active duty.

**Q.** Will the new legislation have any particular detrimental impact upon Warrant/Limited Duty officers?

**A.** The DOD retirement proposal has no known detrimental impact peculiar to the Warrant/Limited Duty officer categories.

#### **Social Security Aspects**

**Q.** If a member elects to begin drawing Social Security at age 62 instead of waiting until age 65, does "offset" (as explained in the February 1973 issue of ALL HANDS) commence at age 62 or age 65? Suppose, on the other hand, a member continued working at age 65 and did not commence drawing Social Security, will his Uniformed Services annuity still be offset at age 65?

**A.** The offset commences at age 65 regardless of whether the member begins to draw Social Security before or after age 65.

**Q.** In view of the 20-year transition for the reduced annuity, why is the Social Security offset at age 65 calculated on years under the new system over total years served? Providing for an offset in this manner results in different offset amounts for people serving the same number of years after enactment. For example, a member with 15 years of service and a member with 25 years of service, each of whom serves an additional five years after the law is passed, would have a different offset ( $\frac{1}{8}$  offset and  $\frac{1}{12}$  offset, respectively) upon receiving Social Security at age 65.

**A.** The method of transition incorporated in this feature completely preserves a proportional application in terms of years served before and after implementation of the new system. The 20-year transition with respect to the reduced annuity represents a slight (and favorable) departure from a purely proportional transition to further minimize the impact of the proposed plan on members already retirement eligible, and thereby not discourage these individuals from striving towards a 30-year career.

**Q.** Is the Social Security offset at age 65 applied to the deferred annuity payable to a member commencing at age 60 as a result of voluntary or involuntary separation with less than 20 years of service?

**A.** Yes.

#### **Coordination with Survivor Benefits Plan (SBP)**

**Q.** Will Survivor Benefits contributions/benefits be based on the reduced annuity/early retirement pay or on the retired pay received as of the 30th anniversary (assuming a member retires with less than 30 years of service and is a participant in the SBP)?

**A.** Assuming a member is enrolled in the SBP at the maximum amount (for example, using his total retired pay as the designated "base amount"), benefits paid to his survivors would be based upon his retired pay at time of death. Accordingly, both contributions and potential benefits would "step up" at the 30-year point for such members retiring with less than 30 years of service. A member enrolled in the SBP at less than the maximum amount would be unaffected by a step up at the 30-year point.

**Q.** What effect does the Social Security offset have on a member's SBP cost, and benefit protection for his survivors, assuming he came under the SBP using his total retired pay as his "base amount"?

**A.** It would have no effect, either in terms of the member's contributions or the coverage provided. Of course, what is true for the member enrolled in the SBP at the maximum would also be true for a member electing into the plan using less than his total retired pay as his base amount.

**Q.** Will a member commencing to draw a deferred annuity at age 60 by virtue of separation with less than 20 years of service be eligible to participate in the Survivor Benefits Plan?

**A.** Yes.



# A Proud Reunion



Former POW, LCDR John S. McCain, III, sees his father for the first time since August 1967, which was shortly before his capture by the North Vietnamese. In their meeting at Jacksonville International Airport, ADM John S. McCain, Jr., told his son "You sure do look wonderful!" The admiral, who retired from the Navy last November, headed all U. S. military forces in the Pacific during his son's captivity. LCDR McCain was shot down five and one-half years ago on 26 Oct 1967 while on a combat mission over North Vietnam. He was flying an A-4 jet bomber of Attack Squadron 163 operating from the aircraft carrier USS Oriskany (CVA 34).



## letters

### Loss of VA Benefits

SIR: Generally it is assumed that when the Navy makes a favorable Line-of-Duty determination in case of death, no benefits are lost. This most certainly is not so.

The Veterans Administration considers all circumstances and weighs all available evidence, but a vital consideration is the alcohol content in the blood at the time of death. Should the alcohol content be too high, the distinct possibility exists that the surviving family loses all VA benefits.

Having talked to numerous career officers and petty officers concerning this, I have yet to find one aware of the situation.—SMC C.R.R.

• There are no benefits administered by the Department of the Navy which are conditioned upon a misconduct line-of-duty finding.

The Veterans Administration makes its own determination of eligibility for benefits with respect to misconduct and line of duty. The statutory authority for making such determinations is contained in Title 38, U. S. Code, section 105. Also see sections 0801e and 0810b of the JAG Manual.

It is certainly true that VA benefits such as Dependency and Indemnity Compensation may be denied when

the VA determination of misconduct or not in the line of duty is made. The most common situation is when death is the result of an accident, and the cause was intoxication. Similar denials have been made when death by injury results from self-administered drugs.

These findings are matters over which the VA has total jurisdiction. In short, think twice before you have "one for the road."—Ed.

### Minority Enlistment

SIR: Does minority enlistment count as four years for transfer to Fleet Reserve but not toward retirement? PN2 H. W. B.

• Yes. A completed minority enlistment is credited as four full years of service when computing total service completed for transfer to the Fleet Reserve. However, while a member may retire upon completion of 30 years of service using constructive service, this particular computation cannot include constructive service earned on a minority enlistment.—Ed.

### Gold Hashmark Clubs

SIR: I would appreciate any information you may provide concerning the rules and bylaws for Gold Hashmark Clubs.—OSCS G.T.S.

• We have been informed by MCPON's office that there are no of-

ficial rules or bylaws concerning Gold Hashmark Clubs. It is strictly up to the CO as to what he is willing to provide as a benefit to enlisted men wearing gold. The Navy doesn't sponsor or lay down any ground rules.—Ed.

### Saluting the Flag

SIR: My question is, do you salute both the quarterdeck and ensign by regulation, or is it a traditional thing?—SM1 T.F.S.

• U. S. Naval Regulations, Chapter 21, article 2108, says "Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying. He shall stop on reaching the upper platform of the accommodation ladder, or the shipboard end of the brow, face the national ensign and render the salute, after which he shall salute the officer of the deck. On leaving the ship, he shall render the salutes in reverse order. The officer of the deck shall return both salutes in each case.

The current Navy Regs is being changed, but this article will remain as is in chapter 10 of the new version.—Ed.

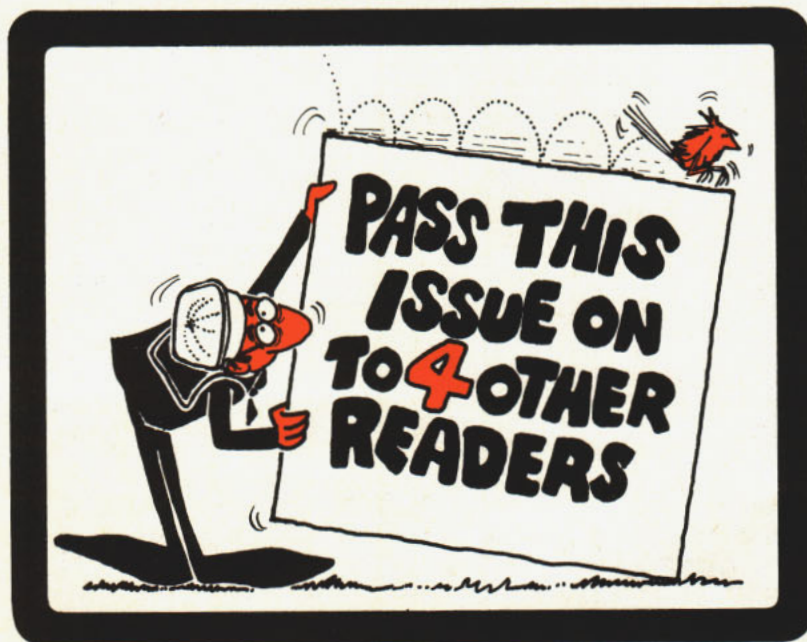
### Medical Programs

SIR: My son-in-law would like to become a doctor and come into the Navy. Is there a program where he could join the Navy, go to medical college and internship, and then have a career in the Navy as a doctor?—K. H. C. QMC(SS)

• There are several Navy-sponsored medical student programs available to interested individuals. The variety makes it impossible to discuss them adequately in this space.

Attention is invited to the fact that a primary prerequisite for entry into any of these programs is that the applicant be attending medical school, or have an acceptance to medical school, and be within several months of beginning his medical studies. The programs do not extend to undergraduate level.

While there is a wide range of programs available, it is recommended that the Armed Forces Health Professions Scholarship Program be given the most serious consideration. It is the newest program, and it is eventually expected to be the largest.—Ed.

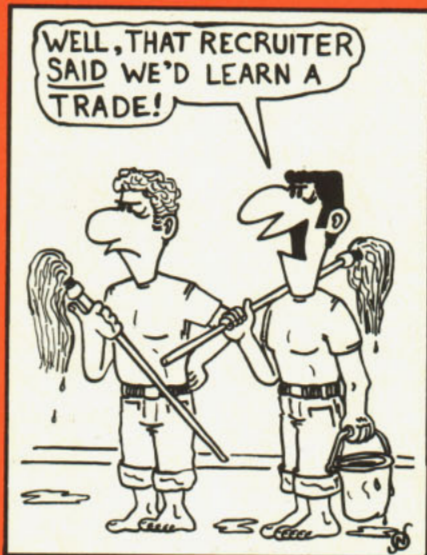




DMSN Joseph F. Ballard



YN1 James B. Nixon



CTA1 Donald L. Winans



LCDR Melville C. Murray



QM1 Thomas J. Blessing



on the  
**serious** side



# TAFFRAIL TALK

**W**HEN ED GILLEY ENLISTED in the Navy back in 1954, he had the capacity for hard work but he needed some motivation. He received it from a commanding officer. Here's the story, as told to us by Chief Journalist Bill Locklar.

Ed Gilley's first year in the Navy was spent working in the commissary at Alameda's Naval Air Station. As an airman apprentice, he was assigned to USS *Wasp* (CVS 18) where he served as the captain's driver. It was then that things began to look up.

The man in the back seat of the car was Captain R. C. Needham who encouraged Gilley to prepare for advancement and to make a career in the Navy. At the bottom of the advancement ladder, Gilley found the going was hard. He didn't quite make it in his initial aviation electronic's technician 3rd class exam, then passed the next five times but his test scores weren't sufficiently high to earn advancement.

In 1960, however, he made it and, a year later, was advanced to 2nd class. Gilley then served as a bombardier/navigator for A-3 and A-5 aircraft and as an instructor for A-3 and A-5 with Heavy Attack Squadron Three at Sanford, Fla.

Gilley then changed his specialty by attending basic aviation technician school which led him into the limited duty officer program. In the meantime, his enlisted career was prospering. He was instrumental in raising the reenlistment rate of his squadron from 11th to 1st place. When he was in the Quonset Point, R. I., area, he was named Navy League Sailor of the year.

In June 1968, he was selected for warrant officer and, while he was assigned at Jacksonville, accumulated 39 semester hours of college credit during his spare time at Florida Junior College.

When Gilley's shore duty ended, he was sent to the Republic of Vietnam where he was awarded the Bronze Star and the Navy Commendation Medal both with Combat "V" before he was selected as one of the first warrant officers to participate in the Navy's College Completion Education Program.

In October 1972, Ed Gilley was promoted to the rank of lieutenant (jg) and, in September 1973, he is scheduled to receive his bachelor of science degree from the Postgraduate School. For LTJG Gilley, the promotion and the degree represent significant way stations in a seagoing career which began with handling groceries in the Navy commissary.

★ ★ ★ ★ ★

**S**OMETIMES you're a little late getting to lunch, right? An hour or two won't matter as far as that sandwich prepared earlier in the day, but what if you have to wait a whole year. The sandwich is stale, right? Well, not necessarily—it depends on where you leave your lunch. One crewman left his on the research submarine *Alvin* when it sank in 1968. The ship was recovered about a year later, and scientists going through the ship almost missed the crewman's lunchbox. When they found it, however, they discovered all the food—some bologna, perishable bouillon broth, and apples—perfectly preserved. The depth and the cold may provide the scientific answer to the puzzle, but that seems like a long time to wait for lunch.

*The All Hands Staff*

## ALL HANDS

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### • HOT SUN IN THE SUMMERTIME

—As the weather gets warmer, millions of people flock to the water, and who's closer to the beaches than a Navyman! From the South Seas to the Mediterranean and from San Diego to Norfolk, the sailor's ready access to water has made sea sports a favorite Navy pastime. Prize-winning photo by AN Wallace M. Compton.







# fun-travel-adventure

